

La Posta: A Journal of American Postal History



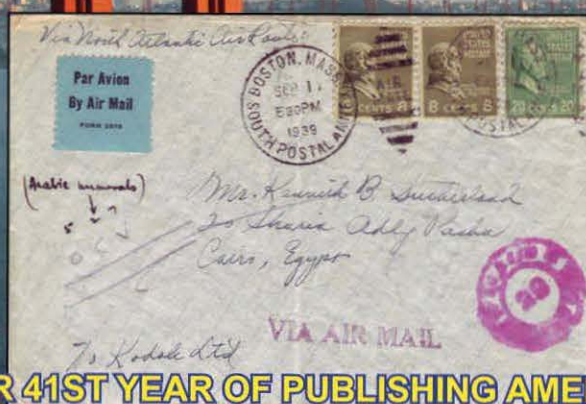
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USA-Egypt Air Mail to 1945



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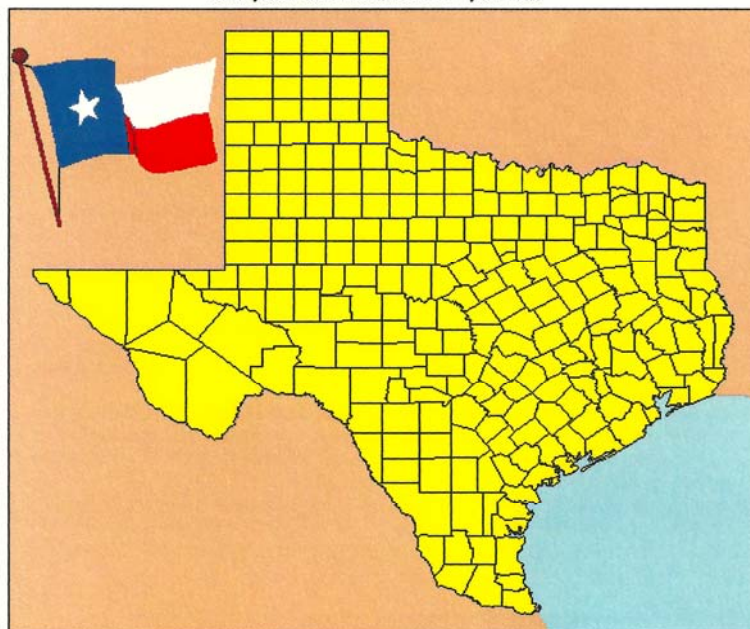
NOW AVAILABLE

TEXAS POST OFFICES BY COUNTY

Includes information for all 254+ Texas Counties

Post Offices - Postmasters - Name Sources - History - Maps

All files in Adobe PDF format



by **JOHN J. GERMANN & MYRON R. JANZEN**
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The product of 30 years' effort, *Texas Post Offices By County* by John J. Germann and Myron R. Janzen is now available on a CD-ROM produced by Lyle Boardman. All of the files are provided in searchable PDF format. Every post office which ever existed in Texas from the Spanish era onward is listed, in its current county and with all opening and closing dates. All are pinpointed on 255 county maps (including Greer County), complete with the railroads and waterways that were vital to the establishment of so many of the state's communities and stores which these offices served. The origins of the names are supplied, where identifiable, along with the names of all of the postmasters for each office to date, plus a sketch of each county's history. These five files are collected together by county **and** individually. There are two very large **statewide** lists as well. One records all of the postmasters in the history of the state, alphabetically. The other inventories in alphabetical order all of the post offices that ever opened their doors, or tried to, in Texas; this particular file is presented not only in PDF format but also as an Excel spreadsheet, to allow for personalized sorting and printing according to the wishes of the user. This is a most valuable reference for historians of Texas, postal and otherwise, and for genealogists. For further information please email the author at: jghist@comcast.net. The price of the disc is \$45 plus \$2 postage, payable by PayPal at the above email address, or by check to John J. Germann / 12102 Whittington Dr. / Houston, TX 77077-4911,.



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COVER: Iconic images of the United States and Egypt provide a thematic backdrop for a few covers illustrating carriage by air mail during the pre-war and World War II era. Richard Helbock examines the varying rates and routes used to link the two nations in the 1927-1945 period. San Francisco image by Rich Niewirowski Jr.

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Our Thanks to You—Dear Friends and Supporters

Cath and I have been holding our breath for the past few months. After we had taken a hard look at the financials, attempted to explain in print why changes were necessary, and then opted for the new quarterly format, we knew that the decision whether *La Posta* would survive or perish was up to you. I am relieved to report, as these lines are written in late February, that your support has been overwhelmingly positive. Subscription renewals have been as strong as ever, and we are heartened by your many notes of gratitude that *La Posta* will be staying in print. In addition, a few subscribers have made very generous financial contributions to our continued operations. In short, we are chuffed by your response and will continue to do our very best to meet your expectations.

Thank you!

Since this is our first issue to be produced and distributed to all subscribers in both a printed and digital format, we would like to call your attention to a new policy regarding the publication of articles. Quite simply, since the digital edition is largely free from space, or page number, limitations, we will publish some articles and material *only* in our digital edition. Content listings for both the printed and digital editions will indicate material available in only digital format in italics with page numbers of 81 and higher. No articles will be published in only the digital format without the express consent of the author. We are pleased to launch this new feature with publication of Robert Rennick's latest in his series on Kentucky Post Offices: McCreary County.

Our expanded digital edition will also be home to selected interactive postal history advertising opportunities. For example, please see John Germann's beautifully illustrated color ad on the "inside cover" location of the current digital edition for his new CD-ROM book *Texas Post Offices by County*. The ad contains a direct link to John through which you may ask questions about the book or place an order. We anticipate further uses of such interactive features that should improve postal history opportunities and benefit the hobby.



We are pleased to introduce two new multi-part research projects with this issue. Robert Trachimowicz and David Simmons have long been students of the distinctive Wesson Time-on-Bottom postmark handstamps used at Worcester, Massachusetts. They have graciously allowed us to publish their report on the X-type killers used at the post office, and we present the first of two instalments in this issue. Len McMaster has prepared a well-illustrated history of the post offices of Hampshire County, West Virginia, and we begin his three-part report in this issue.

Michael Datollico provides us new information on postal service available to the American troops trapped in the Philippines by the Japanese army during the early months of World War II. His research has uncovered the unique role played by army chaplains in aiding servicemen to send messages through the blockade. Tom Clarke—now enjoying his first winter back home in Philadelphia after so many years teaching in Dade County Florida schools—continues his history of Philadelphia rail markings. Dan Meschter details the more important activities of Albert Sydney Burleson, who was Postmaster General of the U.S. during the First World War, and I offer a brief exploration of the air mail rates and routes applicable to correspondence between the U.S. and Egypt from 1927 through 1945. All in all, a rather diverse menu of postal history subjects for our first quarterly *La Posta*.

But remember dear readers, there is always room for more diversity and new voices in future issues. Why not consider joining our merry band of authors? We would love to know what interests and excites you in the hobby. Cath and I would be absolutely delighted to hear from you if you've been thinking of sharing your specialty, and we would be more than happy to assist you in crafting your ideas into an article.

One final note concerns a new section launched within the La Posta Publications Library on YUDU. Called "Postal History Free Thoughts," this section will contain articles—many of which have previously been published in La Posta—that have been augmented by the addition of color images and are being made available absolutely free for use on-line or downloading through YUDU. Three articles are already available: Gerald Boarino's postal history of the US Marines in Haiti from 1915-1934; "The Disappearance of the Chero-

kee Nation," and, "The Manhattan Project and Beyond." Additional pieces will follow (<http://www.yudu.com/albums/items/122079>). If you have any suggestions or requests for inclusions in this section of the La Posta Library, please let us

know. If you would like to contribute an article you've published or a copy of an exhibit you've displayed, we would be happy to help you post it.

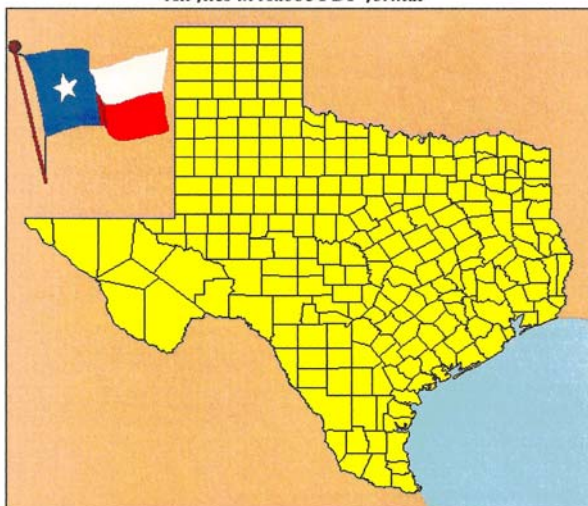
That's a wrap for this time. Please keep in touch. We love to hear from you, and sharing your ideas can only make us a better publication.

Richard W. Helburn



TEXAS POST OFFICES BY COUNTY

Includes information for all 254+ Texas Counties
Post Offices - Postmasters - Name Sources - History - Maps
All files in Adobe PDF format



by JOHN J. GERMANN & MYRON R. JANZEN
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The product of 30 years' effort, *Texas Post Offices By County* by John J. Germann and Myron R. Janzen is now available on a CD-ROM produced by Lyle Boardman. All of the files are provided in searchable PDF format. Every post office which ever existed in Texas from the Spanish era onward is listed, in its current county and with all opening and closing dates. All are pinpointed on 255 county maps (including Greer County), complete with the railroads and waterways that were vital to the establishment of so many of the state's communities and stores which these offices served. The origins of the names are supplied, where identifiable, along with the names of all of the postmasters for each office to date, plus a sketch of each county's history. These five files are collected together by county **and** individually. There are two very large **statewide** lists as well. One records all of the postmasters in the history of the state, alphabetically. The other inventories in alphabetical order all of the post offices that ever opened their doors, or tried to, in Texas; this particular file is presented not only in PDF format but also as an

Excel spreadsheet, to allow for personalized sorting and printing according to the wishes of the user. This is a most valuable reference for historians of Texas, postal and otherwise, and for genealogists. For further information please email the author at: jghist@comcast.net. The price of the disc is \$45 plus \$2 postage,

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Air Accelerated Mail between the United States and Egypt, 1927-1945



Figure 1 Postmarked Cairo, Egypt, 5 March 1926, this cover was franked with 20 mills postage that over paid the 15 mills UPU surface rate to the US and a 24-cent DeHaviland Biplane (US #C6) to pay the three zone US air mail rate to San Francisco with March 24th and 27th postmarks of New York and San Francisco respectively. Although philatelic in nature and addressed to a well-known philatelist of the day, it is never-the-less a legitimate example of air accelerated mail from Cairo to San Francisco from a very early date.

By Richard W. Helbock

Few, if any, nations of the globe can lay claim to being more strategically located than Egypt in a geopolitical sense. Tucked into the lower right corner of the Mediterranean Sea, Egypt lies at the juncture of the great Eurasian land mass with Africa. Inter-continental ocean transport between Western Europe and Asia has long been constrained by that narrow passage known as the Suez Canal that links the Red and Mediterranean Seas. Egypt controls the Suez, so whoever controls Egypt dominates shipping across much of the planet.

The Suez Canal was constructed by a private company and opened to shipping on November 17, 1869. The majority of shares in the company were owned by the French, but, after several years of operation that showed great promise, the British bought into the company in a major way. In 1882 tribal rivalries among Egyptians threatened operation of the canal, and the British used

this as an excuse to land army forces at both ends of the canal to insure its protection.

The Egyptian Army was sent out to oppose British occupation, but they were quickly defeated. A puppet government loyal to Great Britain was installed under the pretext of returning political stability to Egypt. Britain's Chief Representative in Egypt at the time took the view that political stability required financial stability, and he launched the country on a program of long term investment in Egypt's productive resources, above all in the cotton economy, the mainstay of the country's export earnings. This marked the beginning of British military occupation of Egypt that lasted until 1936. A globally strategic position is, however, far from being the most significant characteristic of Egypt. Five thousand years ago the Nile Delta was home to one of humanity's earliest great civilizations, and architectural relics from that glorious past have fascinated Western man through the ages. Scholars and tourists continue their pilgrimages to Cairo in order to study, explore, photograph and mar-

vel at the Sphinx, the pyramids, the temples and the tombs. Americans were no exceptions, and many examples of air mail covers that have survived from the pre-war era carried messages from travelers to the folks back home.

In addition to mail from tourists and scholars, American missionaries, government officials and businessmen also visited Egypt and used the expanding international air mail services of the 1930s. Generally speaking, air mail from individual travelers seems to be the most common source of air mail from the early 1930s, with business mail taking over by the late 1930s and becoming dominant by 1941. Pre-war examples of air mail between Egypt and the US are fairly common, but the variation in air mail rates and changes in routing—particularly those required by the onset of hostilities after 1939—make for an interesting story and a challenging collecting specialty.

Pre-war Air Mail Service to and from Egypt

The British were responsible for developing the earliest scheduled air mail service to include Egypt. In 1922 the Royal Air Force began carrying mail by air from Cairo to Baghdad in order to expedite mail to and from British forces then occupying Iraq under the League of Nations mandate. The service was also of great benefit to private and commercial mail as it saved about seven days on the old surface route. Interestingly, the U.S. Post office Department carried an announcement of this air service in the March 1922 edition of the *Monthly Supplement to the US Official Postal Guide*. US postal patrons were advised that they might take advantage of the service as follows:

This department has accepted the offer of the London office to accept ordinary and registered letters, postal cards, printed matter, samples of merchandise and commercial papers, except parcel post packages, for transmis-

sion to Bagdad, and northern Persia (Isphahan, Teheran, etc.), and to places as far south as Bushire, at the rate of 15 cents an ounce or fraction thereof, in addition to the international rate of postage required, the air mail fee and the postage to be paid by postage stamps affixed to each piece. Mail matter intended for dispatch by the Cairo-Bagdad Air Mail service should bear in the upper left-hand corner of the envelope or cover, a blue label with the words "By Air-Cairo-Bagdad," or in lieu of the label to be prominently marked as indicated so that articles in assorting may not be overlooked.

All mail articles for this service will be dispatched to New York for onward transmission from that exchange post office. The London office has furnished a table regarding the details of the service, reading as follows:

The London office gives notice that it should be clearly understood that the Air Service is an experimental one and is liable to modification or suspension at any time in accordance with military requirements.

It should be noted that there was no advantage through this service by Americans wishing to expedite mail to Egypt from the United States. Cairo was merely the western terminus of an air route from Iraq, and the advantage lay with sending mail to and from Iraq and the Persian Gulf (*figure 2*).



Figure 2 Carried by Britain's RAF from Bagdad to Cairo on the Desert Air service, this registered February 1925 cover received a Cairo transit handstamp before being carried on to Switzerland by surface transport.

The RAF route over the southern part of the Syrian Desert was marked by plowing a track through the rocky ground across it, which the pilots could follow visually. Emergency landing areas were marked out at intervals of about twenty miles, by plowed circles; and underground fuel tanks were installed at two of these landing grounds, about 100 miles from each end of the route.

The Desert Air Mail service was operated by the RAF with great efficiency from June 1921 until Imperial Airways assumed control in January 1927

and extended to eastern terminus to Basra. The intention at that time was to extend the Cairo-Baghdad mail route through to Karachi using aircraft with greater range, but the plans were upset by international politics. The Persian government refused permission for regular services to over fly their territory, and it was to be two years before the projected Cairo-Karachi service could be extended beyond Basra.

The earliest notification to US postal patrons of an air service to expedite mail addressed to Egypt appeared in the *Postal Bulletin* (No. 14714) of June 1 1928. Mail dispatched from London at 6 AM on Monday could be flown to Marseille, France, for a postage surcharge of four cents per half ounce. Such mail would offer the advantage of overtaking the preceding ordinary mail.

In fact US postal patrons had been taking advantage of "London to the Continent" air service to accelerate delivery of their mail since 1925. Although Egypt was not listed by the POD as one of the countries to which the this service would accelerate delivery, the cover shown in *figure 3* suggests that at least some Americans were aware that air mail could expedite their mail.

Imperial Airways Ltd. commenced service on the London-Karachi air mail route by way of Cairo on March 30, 1929. The US POD announced in the June 29, 1929, *Postal Bulletin* that air mail service from Lon-



Figure 3 Weighing between $\frac{1}{2}$ and 1 ounce, this October 1927 cover from Oakland to Egypt paid double the 10¢ transcontinental air rate plus the 3¢ sea post to London plus the 4¢ per ounce air surcharge to France where it probably caught a train to Marseilles—the air mail service having been suspended for the winter on September 30th—and another steamer to Port Said

don to Cairo was now available to American postal patrons for a surcharge of five cents per half ounce. This figure was reduced to four cents per half ounce on June 5, 1930, but it was subsequently increased to six cents per half ounce on June 1, 1939 (Wawrukiewicz & Beecher, page 134). *Figure 4* illustrates a cover from State College, PA, postmarked March 25, 1939, and endorsed Par Avion/By Air Mail via London to Port Said, Egypt. A five cent Prexie pays the surface rate on England and two 6¢ Eagle Airs pay double the air surcharge from London to Egypt.

Egyptian postal patrons were able to accelerate mail destined for the U.S. beginning April 14, 1929, when a surcharge of 17 mills was announced as the rate required to transport a 20 gram letter by air from Egypt to London. This air surcharge would have been in addition to the prevailing 15 mills necessary to pay the UPU surface rate for a letter weighing up to 20 grams. The air surcharge was reduced to 13 mills on December 1, 1929, thereby reducing the total postage on a cover weighing 20 grams or less to the U.S. to 28 mills (*figure 5*). The air surcharge of 13 mills from Egypt to London remained unchanged until March 1938 when the All-Up Empire scheme did away with air surcharges on mail between British Empire destinations. There was one brief five-month promotion from October 1930 through February 1931 when the surcharge was reduced to ten mills, but no examples have yet been seen applied to mails destined for the US.



Figure 4 State College, PA, to Port said, March 25, 1939, franked 5-cents trans-Atlantic surface rate plus twice the six cent per half ounce air surcharge for transport by air from London to Egypt.

On November 1, 1931, the surface rate on mail addressed to the United States was increased to 20 mills and the total postage on a basic weight letter from Egypt to the U.S. became 33 mills. Most air accelerated covers from Egypt to the US dating from before 1937 are franked 33 mills (figure 6).

On May 15, 1930, Egyptian postal authorities reached an agreement with the U.S. whereby Egyptian mail could be carried by US domestic airlines to destinations within the United States. An air surcharge of 30 mills was to be charged in addition to the 15 mills surface rate and envelopes were to be marked "By United States Domestic Air Mail." (Sears, page 46)

This arrangement covering US domestic air transport was revised on September 1, 1937, when it was announced that henceforth all air mail for the United



Figure 5 Cairo to New York February 8, 1930, the endorsement was intended to request air service on the London-India Imperial Route and the 28 mills franking paid the 15 mills UPU surface rate to US plus 13 mills air surcharge.



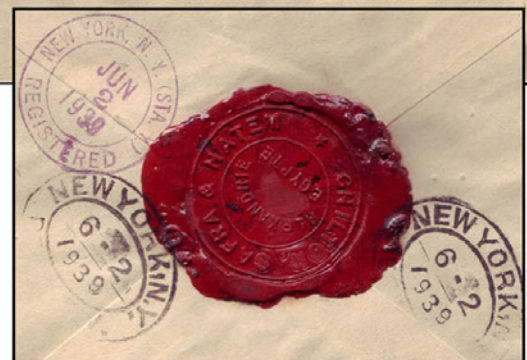
Figure 6 Cairo to New Orleans, March 10, 1936. franked 33 mills that paid 20 mills UPU surface rate to US plus 13 mills air surcharge for transport by Imperial Airways to London. Red bars over air mail etiquette were applied in London and indicate that there was no air mail service beyond that point.

States would travel by Imperial Airways to London, thence by sea to New York for onward transport by U.S. domestic airlines as far as San Francisco. In other words, there would be no direct sea mail link to New York from Egypt with onward US air transport. The surcharge for the newly defined service would be 30 mills and would be applied to the ten-gram weight steps. (Sears, page 72) On March 1, 1938, the surcharge for this service was reduced to 25 mills for letters up to 10 grams.

Figure 7 shows a registered air mail cover postmarked Alexandria on May 24, 1939. Addressed to New York, it was franked with a 40 mills 1933 air mail and 5 mills King Farouk. The 45 mills would have paid the 20 mills UPU surface rate plus the 25 mills air surcharge, but the prevailing registry fee of 20 mills would not have been covered. Never-the-less, the cover reached



Figure 7 Alexandria to New York, May 24, 1939, with air service to London and registration. The UPU surface fee was 20 mills, air service to London was 25 mills and registry was 20 mills. Short paid 20 mills, but not charged.



its destination in just eight days as evidenced by the New York arrival backstamps.

Table 1 summarizes Egyptian air mail rates to the United States for the pre-World War II era. Comparable rates applying to mail from the United States to Egypt may be found on page 134 of Wawrukiewicz and Beecher, *U.S. International Postal Rates, 1872-1996*. Readers may note that air mail service from Cairo to Amsterdam was also available from November 1931 to September 1937 at a surcharge of 25 mills for the first 20 grams. The author has not seen any examples of covers to the US carried at this rate, but it is quite possible that they exist and he would be delighted to hear from readers who have examples of such.

Route	Terms	Unit	Apr 14 1929	Dec 1 1929	May 15 1930	Oct 1 1930	Feb 28 1931	Nov 1 1931	Sep 1 1937	Mar 1 1938
a. From Cairo to London by IA	S	per 20 grams	17 m	13 m	⇒	10 m	13 m	⇒		
b. From Cairo by sea to US & air within the US	S	per 20 grams			30 m	⇒	⇒	⇒		
c. From Cairo to Amsterdam by KLM (2)	S	per 20 grams						25 m		
d. From Egypt to London via IA, sea to New York and onward by US domestic air	S	per 10 grams							30 m	25 m

(1) All Air Surcharges (S) were in addition to International surface UPU letter rate to US that was 15 mills until Nov 1, 1931; 20 mills thereafter until Aug 15, 1940; and 22 mills for 1st 20 grams thereafter.

(2) Mail posted Friday-Monday to be surcharged 13 mills for service via IA leaving Alexandria on Tuesday; mail posted Tuesday-Thursday surcharged 25 mills for service via KLM leaving Cairo on Friday. As frequency of service increased, the day of mailing became less significant, but surcharges remained 13 mills for IA and 25 mills for KLM.

Table 1 A summary of air mail surcharges applied to mail receiving accelerated delivery to addresses in the US by the various routings available prior to Great Britain's entry into World War II in 1939. Based on information published by John Sears, *The Airmails of Egypt*.

Wartime Air Mail Service to and from Egypt

Germany launched its blitzkrieg invasion of Poland on September 1, 1939, and two days later Great Britain and France declared. Air mail connections between the United States and Egypt were about to enter a period of great turmoil as air carriers scrambled to maintain routes that avoided combat zones.

Pan American Airways had initiated the first trans-Atlantic air mail service on May 23, 1939, and Imperial Airways launched its own trans-Atlantic service to New York via Montreal on August 5th. The U.S. POD responded to Pan Am's trans-Atlantic route by announcing a new all inclusive air mail rate of 36 cents per half ounce on mail addressed to Egypt from the United States. Figure 8 illustrates a cover postmarked Boston on September 1, 1939, franked with prexies making up the 36-cent air mail rate to Cairo.

Imperial Airways went on an immediate wartime footing on September 3rd. The All-Up scheme was cancelled and air mail ad-

ressed to British Empire countries was subject to an air surcharge of 45 mills for 15 grams. Air mail was (temporarily) no longer accepted for destinations outside the All-Up scheme. (Sears, page 77). On October 1st, Imperial announced that it would provide air mail service to European destinations only as far as Marseilles, and on October 23 the airline released a more comprehensive plan that included an air mail surcharge of 30 mills for up to 10 grams from Egypt to airports along the UK-India and UK-South Africa routes.



Figure 8 Boston to Cairo postmarked September 1, 1939—the day Germany invaded Poland. The 36-cent franking included Pan American trans-Atlantic air service plus BOAC onward air to Cairo. Censored and redirected in Cairo.



Figure 9 Cairo to Hawaii by way of Marseilles. Egyptian censor tape along left edge.

Figure 9 illustrates a cover postmarked Cairo in May 31, 1940 addressed to Hawaii. It is franked with the 50 mills 1933 air mail, censored and backstamped with a Marseilles transit marking. It appears that the 50 mills was intended to pay the 30 mills air surcharge to Marseilles, with surface mail to New York and beyond to Hawaii.

In addition to the service described above, Imperial—soon to become BOAC through a merger with British Airways—also announced an alternative that would provide air service to London, sea transport to New York and US domestic service beyond. The air surcharge for this service was 55 mills for mail addressed to the US and 90 mills for mail addressed to Hawaii. The UPU surface rate of 20 mills was also required. (Sears, page 79).

In December 1939, the Italian airline—Ala Littoria—began offering an air service from Egypt that connected with Pan American's trans-Atlantic service at Lisbon. The air surcharge for service from Cairo via Lisbon to New York and beyond was 125 mills. The 20 mills UPU surface rate brought the total to 145 mills for a 10 gram letter.

On May 16, 1940, Air France introduced a similar service from Egypt that carried air mail through Marseilles and Lisbon to link up with Pan American's trans-Atlantic service. The air surcharge for this service was 50 mills for a letter up to 10 grams.

Unfortunately, both the Italian and French services were short-lived since both fell victims to political events of June 1940. On May 10th German armored units pushed through the Ardennes, to cut off and surround British and French units that had advanced into Belgium. The British Expeditionary Force (BEF) and many French soldiers were subsequently evacuated from Dunkirk. On June 5th, German forces outflanked the Maginot Line to attack the greater French territory. Italy declared war on France on June 10th. The French government fled to Bordeaux, and Paris was occupied on June 14th. On June 22nd, an armistice was signed between France and Germany, and all Air France air services were suspended.

Air routes between Egypt and Great Britain via the Mediterranean were terminated June 10th. All air accelerated mail for the

UK was flown south twice a week to Durban and thence carried north by ship. Air accelerated mail addressed to the United States followed the same route to England and was then sent on to New York by sea. The air surcharge applicable for this service was 30 mills per 10 grams.

The total postage required on an air accelerated 10 gram letter to the US was 50 mills from June 10th 1940, but on August 15th Egypt increased the basic UPU surface rate to 22 mills for 20 grams thus raising the total postage to 52 mills (*figure 10*). This route and rate remained in operation throughout the war years. The comparable routing and rate from the US to Egypt was acknowledged by the US POD in the *Postal Bulletin* of November 1, 1941, providing an air surcharge of 45 cents per half ounce for air transport from Cape Town to Cairo. This surcharge was lowered to 20 cents per half ounce on July 18, 1941.

On September 5, 1940, BPAC and KLM began providing complete air mail service from Egypt to the United States by the long distance eastward route through Asia to Hong Kong and then by Pan American's trans-Pacific clipper to San Francisco. The air surcharge for this service was set at 100 mills for the first five grams.

Three months later the same two airlines announced service over the Horseshoe Route through Singapore, on to Sydney via QANTAS, across the Tasman Sea by TEAL and thence to San Francisco via Honolulu to



Figure 10 Alexandria to Trenton, NJ, postmarked September 4, 1940. The 52 mills postage paid the 22 mills UPU surface rate plus 30 mills air surcharge to Durban, South Africa, and onward surface transit to the US.

San Francisco. The air surcharge for mail addressed to the US over this amazing route was 95 mills for the first five grams (*figure 11*).

Mail addressed to Egypt from the US traveled the opposite direction on these trans-Pacific routes. The US POD announced that effective August 6, 1940, mail addressed to Egypt would be carried via Hong Kong or Singapore to Cairo at a comprehensive rate of 70-cents per half ounce (*figure 12*). Japan's invasion of Southeast Asia and attack on Hawaii on December 7-8, 1941, terminated trans-Pacific air service on both of the routes.

Pan American Airways inaugurated FAM 22 from Miami to West Africa by way of Brazil on December 2, 1941. The *Postal Bulletin* of December 2, 1941, announced that air mail service was available over this route by way of Leopoldville and onward air to Cairo at a comprehensive rate of 70 cents per half ounce. The Egyptian government was not as quick to acknowledge this new air route,

but on May 25, 1942, a first day air mail service commemoration was held (Sears, page 92). The air mail surcharge was 75 mills for the first five grams, or 97 mills total postage on a single rate letter (*figure 13*).

The Pan Am West African route remained in service throughout the war, and, along with the air-sea combination route via Durban, were the sole means of sending civilian air mail between Egypt and the US. *Table 2* summarizes the complicated changes in routes and rates that applied to Egyptian air mail to the US from 1939 to 1942. Once again, see Wawrukiewicz and Beecher for the comparable table summarizing US to Egypt rates and routes. Given the limited period of operations that some of these routes survived, collecting air accelerated mail examples from this international

pairing of nations provides ample challenges for the collector and postal history student.



Figure 11 Port Said to New York postmarked May 4, 1941 and intended for trans-Pacific routing but underpaid the 117 mills rate by five mills. Rated 13 centimes shortpaid and Due 3¢ US collected from the addressee. Egyptian censor tape along left edge with hexagonal censor marking.

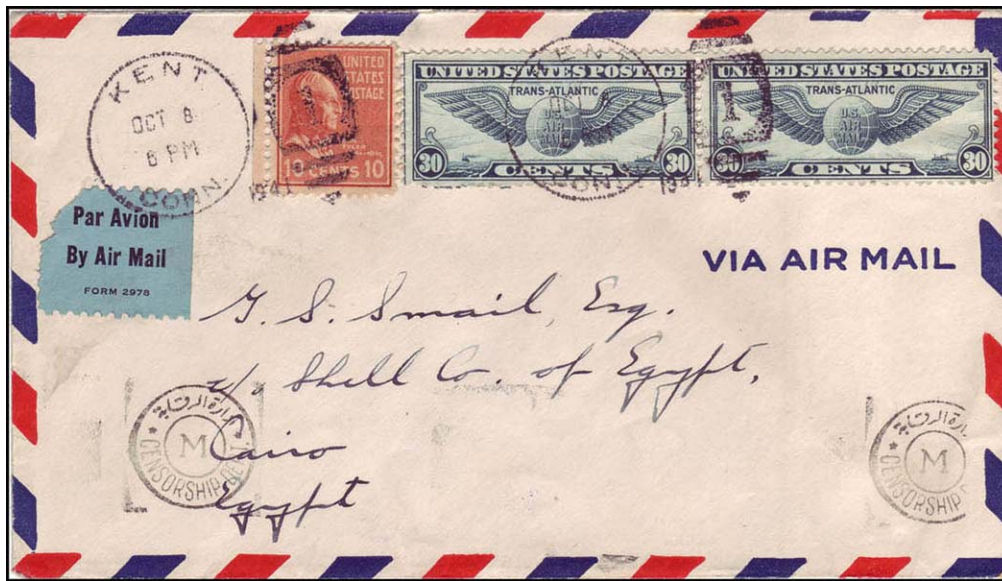


Figure 12 Kent, Ohio, to Cairo postmarked October 8, 1941, routed through San Francisco, trans-Pacific via Pan American Airways and on to Cairo via BOAC. Egyptian censor markings along lower edge.



Figure 13 Cairo to New York via Pan American Airways trans-Atlantic clipper in February 1943. This intra-company letter was franked at double the 75 mills per 5 gram air surcharge plus the 22 UPU surface rate. Egyptian censor marks and tape along left edge and US censor tape along right edge.

Route	Terms	Unit	Oct 23 1939	Dec 14 1939	May 16 1940	Jun 10 1940	Jun 22 1940	Sep 5 1940	Dec 8 1940	Dec 8 1941	May 25 1942
d. From Egypt to London via IA (BOAC) 5 times weekly, sea to New York	S	per 10 grams	30 m	⇒	⇒						
e. From Egypt to London via IA (BOAC) 5 times weekly, sea to New York and onward by US domestic air	S	per 10 grams	55 m	⇒	⇒						
f. From Egypt to France via Air France and by sea to US	S	per 10 grams	20 m	⇒	⇒	⇒	⇒				
g. From Cairo via Ala Littoria to Lisbon and Pan Am to New York	S	per 10 grams		125 m	⇒						
h. Egypt to Marseilles via Air France, air to Lisbon and via Pan Am to New York	S	per 10 grams			50 m	⇒					
i. Italy joins war on side of Germany											
j. From Cairo to Durban, South Africa via IA twice weekly and onward by sea	S	per 10 grams				30 m	⇒	⇒	⇒	⇒	⇒
k. France & Germany sign armistice; all Air France services suspended											
l. Cairo to Hong Kong via Bangkok via KLM or BOAC and onward to San Francisco via PanAM	S	per 5 grams						100 m	⇒		
m. Cairo to Singapore via KLM or BOAC "Horseshoe Route"; QANTAS to Sydney; TEAL to Auckland; and Pan Am to San Francisco	S	per 5 grams							95 m		
n. Japan's attack on Allies ends Pan Am trans-Pacific service											
o. Egypt to USA via Pan Am's trans-Atlantic service from Miami to West Africa	S	per 5 grams									75 m
(1) All Air Surcharges (S) were in addition to International surface UPU letter rate to US that was 15 mills until Nov 1, 1931; 20 mills thereafter until Aug 15, 1940; and 22 mills for 1st 20 grams thereafter.											

Table 2 Air routes and surcharges from Egypt to the US, 1939-1945. Based on information published by John Sears, *The Airmails of Egypt*.

Acknowledgment

Special thanks are due to John Sears for reviewing this manuscript and helping the author avoid errors of omission and commission.

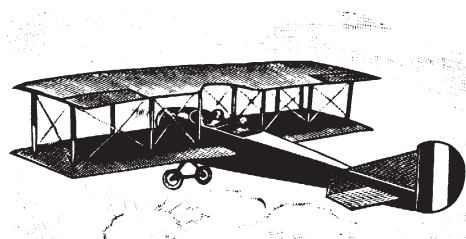
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The Postmasters General of the United States

XLV. Albert Sydney Burleson, 1913-1921

by Daniel Y. Meschter

Albert Sydney Burleson was the personification of an archetype Texan – proud of his heritage to a point of arrogance with a strong sense of belonging.

It began with his grandfather, Edward Burleson, Sr. (1798-1851) who was born in North Carolina with wanderlust in his feet. He first moved west to Missouri Territory and then back to Tennessee. In each place he cleared land, but moved on before working it. In each place he was elected an officer in the local militia, raising his rank each time¹.

Edward Burleson arrived in Texas in 1830 bringing with him a solid reputation as a soldier and Indian fighter. Early the next year he received title to a league (three miles?) of land along the Colorado River from Stephen Austin, Land Commissioner, whose policy was to settle as many Americans in Texas as possible to counter Mexican hegemony. This became the foundation of the Burleson Family fortune, growing cotton with slave labor.

Ed Burleson became first a military and later a political leader in the Texas independence movement. He proved his military skills were no illusion when he led Texas militia against Mexican units early in the Texas Revolution. As commander in chief of the Texas Volunteers, he was fortunate not to be involved in the ill-fated actions at Matamoros and the Alamo before joining forces with Sam Houston in 1836. He commanded an infantry regiment at the decisive Battle of San Jacinto.

He spent the next few years combining military leadership with politics and economic development until in 1841 he was elected vice president of the Republic of Texas. He finished his service to Texas as president *pro tem* of the Texas State Senate.

Albert S. Burleson was born in June 1863 in San Marcos, Texas, the son of Edward Burleson, Jr. (1826-1877) who was an officer in the Mexican and Civil Wars, politician, and wealthy farmer and Lucy Emma Kyle from another early Texas family. Albert, however, lost both his parents as a teenager, but was well cared for by his numerous relatives. Nevertheless, he was sensitive to the distinction and prestige of both the Burleson and Kyle families.

He received his secondary education in local schools and attended Texas A. and M. College. He graduated from Baylor University in 1881 and received a degree in law from the University of Texas at Austin in 1884.

He opened a law practice in the state capital in 1885 augmented by employment as Austin's assistant city attorney until 1889, followed by eight years as district attorney. These positions implied an interest in partisan politics.

He was elected to Congress in the fall of 1898 and served in seven consecutive Congresses until resigning on March 6, 1913 before taking his seat in what would have been his eighth Congress in order to accept appointment as Postmaster General from the newly inaugurated Woodrow Wilson.



Albert S. Burleson

Serving as a Democrat from a deep southern state through three Republican administrations (McKinley, Roosevelt, Taft), Burleson was automatically a member of the "Solid South" caucus that, acting in concert for common purpose, was able to block meaningful civil rights legislation and to maintain the "separate but equal" doctrine, until President Truman integrated the armed services following World War II.

Burleson was known in the House as a progressive conservative with populist leanings in defense of agriculture and small business with which he sympathized, being a large land owner himself. He maintained a quiet, bluff demeanor, seldom entering into partisan debate. He supported Bryan in his campaigns for president and his views on free silver and "soft" money. With Bryan's failure to win election he threw his support to Wilson's nomination and election. A scholar and idealist now regarded as the first "liberal" president, Wilson was reluctant to appoint members of Congress to cabinet posts. Moreover, he was suspicious of Burleson's progressive credentials. Nevertheless, during his fourteen years in Congress, Burleson had made many powerful friends, one of whom was Coil. Edward M. House, a fellow Texan who was Wilson's closest adviser. In addition he had served as Chairman of the House Post Office Committee and Chairman of the Democratic caucus. He had kept a low enough profile hardly anybody could find reason to oppose his appointment as Postmaster General. Wilson gave in to the pressure.

Burleson proved to have a thorough knowledge of how the Post Office Department worked and was exceptionally active as Postmaster General. He put his imprint on nearly every postal action that came before him. Unfortunately his forward looking actions were offset by a series of political missteps including violation of civil rights, censorship, and opposition to union organization.

His notable accomplishments included the following:

AIRMAIL SERVICE

Burleson's most exciting accomplishment was his creation of the airmail service for which Frank Hitchcock's experimental flights beginning on September 23, 1911 laid the foundation. All that was needed to fly the mail was aircraft with the power and reliability to maintain daily schedules over intercity routes a hundred or more miles long.

The Curtis Aeroplane Company's combination of the best features of its "J" and "N" series trainers it was building for the Army and Navy to produce the "JN" or "Jenny" series of biplanes in 1915 was timely. Later equipped with a 400 horsepower Liberty engine, the JN-4 became the workhorse of the Post Office's fleet, capable even of transcontinental service over the Rocky and Sierra Nevada Mountains.

With the development of the JN-4, Burleson and his Second Assistant, Otto Praeger, could begin planning the introduction of airmail service over a route from New York to Philadelphia². His next step was to decide whether to have the Post Office operate the service itself or to contract it to a private company. For the present the Post Office had neither the funding to equip an airmail service nor enough pilots to operate it.

As another government agency, however, it could look to the Army as a kind of contractor since it was now taking delivery on hundreds of JN-4s and training pilots to fly them.

The War Department was agreeable to fly the mail for the Post Office because it would give their pilots badly needed experience in cross country navigation. Burleson was able to announce the inauguration of airmail service between New York City and Washington via Philadelphia to begin on April 15, 1918, later delayed to May 15th.

The first flights had mixed results. The southbound flight left New York and arrived in Philadelphia on time where the mail was transferred to another plane with a new pilot who arrived in Washington in three hours elapsed time from New York.

An inexperienced pilot took off twice from Washington, getting disoriented the first time and crashing the second so that the mail had to be sent to Philadelphia by train. The northbound mail was successfully flown from Philadelphia, but arrived in New York hours late.

In spite of this inauspicious start, the Army's airmail service successfully maintained a prescribed schedule with few more than the predictable engine failures.

The best customers of the airmail service were the banking and financial industries that welcomed the potential for same day delivery of financial documents. It was not popular with the public who considered twenty-four cents postage, including special delivery, excessive compared to the two cents for regular mail it was accustomed to paying.

Burleson did make an inadvertent contribution to philately when the vignette on one sheet of the twenty-four cent bicolored stamp was printed upside down creating the famous "inverted Jenny" variety.

The Army terminated its agreement with the Post Office on August 12th after which the Post Office operated the airmail service until February 1925 when air line companies took over carrying the mail under contract.

PARCEL POST

Postmaster General Frank Hitchcock, responding to the demands of rural delivery patrons, is credited with enactment of the Parcel Post Act of August 24, 1912 to take effect on January 1, 1913³. The weight limit on parcels prior to this Act was four pounds at one cent per ounce. The Act increased this to eleven pounds at a minimum of five cents a pound plus one cent for each additional pound for local delivery, increasing over eight postal zones to twelve cents a pound. The much reduced rate for local delivery made it practical for farmers and ranchers to order groceries and supplies from local vendors and to have it delivered by mail. Since Burleson took office only a little more than two months after its effective date, its initial administration fell to him.

The Act gave the Postmaster General broad authority to adjust the weight limits, which he did with enthusiasm. Being a large land owner himself, he sympathized

with farmers, ranchers, and small businesses in postal zones 1 and 2 and agreed an eleven pound limit, while acceptable for local use, was far too small for their needs. He rapidly issued orders increasing the weight limit to twenty pounds in zones 1 and 2 that same year, fifty pounds for zones 1 and 2 the next year, and to 70 pounds for zones 1, 2, and 3 by 1918, a limit still used by the USPS⁴.

In somewhat incidental adjustments to parcel post service, Burleson also oversaw the offering of insurance on parcels and collection on delivery (COD) for the convenience of vendors to assure payment for merchandise by addressees⁵.

CIVIL SERVICE

It was President Taft who placed the nation's fourth class Postmasters in the classified service by an Executive Order⁶. This was a move Taft had pondered for some months and who no doubt consulted with former President Roosevelt and Postmaster General Frank Hitchcock. His order brought up to maybe fifty thousand fourth class postmasters under its provisions. However, not everybody was completely satisfied with it, including the postmasters themselves when they realized that all of them would have to take the Civil Service examination to determine their fitness to remain in office in spite of the fact that Civil Service status would give them protection from the uncertainties of the patronage system. Some who had been in office many years regarded it as an insult to their long service and loyalty.

Postal patrons in many small towns also objected because they often regarded the postmaster as an important member of their community and protested the idea their friend and neighbor might be replaced by a stranger from the outside simply because he or she passed the examination.

Burleson, only having just having taken office himself, persuaded President Wilson to modify Taft's order requiring *all* fourth class postmasters to submit to the fitness examination by exempting fourth class postmasters whose annual compensation was less than \$180 a year. That served to reduce the number required to take the examination substantially although applicants to fill vacancies would still be required to compete for appointment⁷.

What nobody realized in 1912-13 was that in 1920 Congress would enact the Civil Service Employees Retirement System (CSERS) which after deducting 7½% from their salaries for five years entitled them to

a pension. It also was the harbinger of employment benefits yet to come. Nevertheless, fourth class postmaster compensation remained tied to the value of business of the office as before.

MOTORIZATION

Next to establishing scheduled intercity air mail service was Albert Burleson's adoption of government owned and operated motor vehicles to replace horse and pneumatic tubes for handling mail, chiefly in larger cities. However, there was nothing new about the use of motor vehicles to move large volumes of mail between branch and main post offices and to railway depots. What was new was the vast increase in weight and number of parcels resulting from the introduction of parcel post service at the beginning of 1913. Burleson's contribution to the motorization of mail handling was to establish a policy in 1914 for the Post Office Department to own and operate the vehicles rather than depend upon contractors for this service.

Neither could the pneumatic tube systems in Boston, New York City, Philadelphia, Chicago, and St. Louis keep up with the increased volume of letter mail since the Philadelphia tube was installed in 1893. Nor could the tube canisters accommodate any but the smallest parcels flooding the postal system. Fortunately, Burleson had five years to fine tune his motorization policy before all the pneumatic tube contracts simultaneously expired on June 30, 1918.

SOLDIERS' MAIL

Historians in their appraisals of the Wilson Administration generally emphasize its international aspects leading up to World War I (1914-1918). The War's impact on the Post Office Department was relatively minor since the Army now had an internal mail system of sorts based on experience gained in the Spanish American War. In fact, since it did not appear certain in the War's first couple of years that the United States would commit troops for the defense of the Allies, neither the Post Office nor the Quartermaster Corps was fully prepared to receive, transport, and distribute mail to more than a million troops in France from June 1917 to November 1918.

So called "soldiers' mail" was initially identified in its first sorting and directed to a postal depot in Chicago. From there it was forwarded to the Quartermaster Corps at a port of embarkation where the Army took responsibility for sorting it by the military unit to which

it was addressed. Handling tended to suffer from the inexperience of the Army's clerks, of whom there never were enough to handle the volume of mail.

The worst of several problems was educating the public to use the soldier's full address. In the Civil War a soldier's regiment by state and number, such as "Pvt John Jones, Pa 63rd infantry" that all the soldier's friends and relatives usually knew was usually adequate.

The number of troops in the Spanish American War was small compared to either the Civil War or World War I. It lasted only a few months, and there were so few overseas destinations that the Quartermaster Corps was able to organize a mail system that worked well.

World War I with more than a million men and a myriad of units comprising a complex organization was another matter. A letter addressed to, say, "Pvt. John Jones, 5th Div., Co. 'J'" probably never would have been delivered because the 5th Division might have included five to ten thousand troops and a dozen Company Js distributed among a variety of units to which a clerk had no clue as to which Company "J" he should direct Private Jones' letter.

Most problems relating to such things as parcels containing perishable goods or unwrapped magazines with insufficient postage, could be managed by regulations; but it was not until near the end of the war that the Post Office finally inaugurated a publicity campaign to instruct the public how to correctly address soldier's mail.

WIRE COMMUNICATIONS

Although he did not succeed in his proposals to acquire the wire communications industry for the Post Office to operate, Burleson began a campaign for the government to purchase the telegraph, telephone, and cable systems from virtually his first day in office. Government purchase of the telegraph companies was originally authorized by the Act of July 24, 1866, reflecting the strategic role telegraphy played in the Civil War⁸. He saw no reason not to add the telephone and cable companies to that authority.

His failure to succeed in his recommendations to Congress seemed not to bother him as he came back with the same proposals again and again. Nor did the estimated purchase cost of two billion dollars deter him.

With the advent of the War and its impact on Federal finances, among other things Congress imposed an increase of one cent on first class mail, not so much as

an increase in postage but as a kind of war tax payable to the Treasury. Its effect was to raise the letter rate to three cents for the duration of the War⁹. The two cent rate was restored by the Act of February 24, 1919¹⁰.

Then, in 1918 the government permitted the Post Office Department to seize control of the telegraph, telephone, and cable companies and to operate them as the United States Telegraph and Telephone Administration of which Burleson became chairman. Burleson used this state of affairs to urge government ownership one more time. He proposed a schedule of payments out of revenues over twenty-five years that he thought would make the wire communication industry itself pay for its acquisition by the Government. Congress thought otherwise. It returned the wire services to their owners the next year and that was the end of the matter.

THE OTHER SIDE

Wayne Fuller described Albert Burleson as an "ambivalent progressive" - too conservative to join the Populist Party, but influenced by populist goals¹¹. Indeed, it is difficult to find a thread of consistency in his management. This inconsistency is most strongly reflected by students who named him one of the worst postmasters general on the basis of his racial discrimination, anti-labor stance, and restrictions on what he considered disloyal publications without giving adequate weight to his post office improvements.

During the Taft Administration, Congress enacted legislation that gave postal employees the right to affiliate with labor organizations and, by extension, to strike. On at least two occasions Burleson urged Congress to repeal that law as disrupting postal operations. It was, however, a time when organized labor was realizing its power. Burleson's opposition earned him the disdain of postal employees.

Their dislike may have been due also to his unwelcome grasp of postal operations, his forcefulness in imposing his personal prejudices on the Department, and his adherence to Southern culture and traditions. His racial views were only to be expected of a third generation Texas land owner dependant on black labor. He reduced black employment to the lowest levels he could, separated black and white workers, and tolerated black postmasters only where unavoidable.

Another example of Burleson's inconsistency was while he favored farmers and small business in his liberalization of weight limits in the Parcel Post Ser-

vice, he focused on the Rural Delivery Service as a place to impose economies intended to put the Post Office on a self-sustaining basis. What seems to have escaped him was that local merchants and rural patrons depended on the delivery of parcels.

He began by proposing putting the Rural Delivery Service out to a private contractor to operate, thus eliminating the expense of its salaried carriers. When Congress declined to act on this proposal, he and his Fourth Assistant decided to revise the rural delivery system. They lengthened many routes, discontinued and re-routed many others and created chaos. Farmers were inconvenienced and small town merchants lost business when a revised route bypassed their town. Mail order companies saw a significant reduction in sales to rural customers. Congress tried to patch things up by appropriating additional money to restore service, but Burleson refused to spend it.

His most deadly sin in the eyes of modern detractors was his use of Wilson's Espionage Act of June 15, 1917 to deny mailing privileges to publications he considered German propaganda or disloyal. He ordered postmasters to send anything illegal or suspicious they detected to the Washington office. With the end of the War he shifted his attention to pamphlets by political radicals such as Emma Goldman and Max Eastman. By any other name it was still censorship and a clear violation of the First Amendment.

Unfortunately, this policy allowed Burleson's successor to revive a thirty year old law that prohibited the Post Office from carrying indecent, immoral, obscene, and similar literature.

With Harding's election to succeed Wilson in 1920, Burleson retired from public life. After making a post-War tour of Europe to promote Southern products such as cotton to its reviving economy, he returned to his home in Austin where he resumed management of his estate, engaged in banking, and took up gardening as a hobby. He died of heart disease on November 24, 1937 in Austin.

In view of his accomplishments in office as Postmaster General on one side and his abuses of power on the other, it is impossible to reach a fair rating of his performance without emphasizing one at the expense of the other. To his credit must be added his full eight years in office in the face of numerous demands for his removal. It is thought this sufficient to entitle him to at least an average rating.

(Endnotes)

1 See Vexler; Fuller, Wayne E., "Albert Sydney Burleson" and "Edward Burleson (1798-1851)," articles in *American National Biography*; 'Biographical Directory of the American Congress, New York Times, November 25, 1937, for biographical sketches of Albert S. Burleson.

2 *NYT*, December 10, 1916.

3 37 Stst 550.

4 *United States Domestic Postage Rates, 1789-1956*, Post Office Department, Washington, D.C.

5 Postmaster General Order No. 434, effective July 1, 1917.

6 *NYT*, October 16, 1912.

7 *NYT*, May 8, 1913.

8 14 Stat 1221.

9 Act of October 3, 1917, 40 Stat 327.

10 40 Stat 1150.

11 Op. cit.

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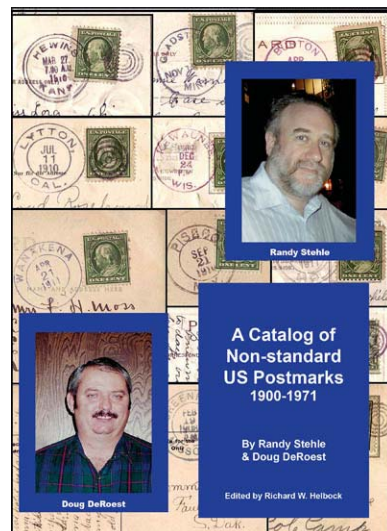
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WORCESTER, MASSACHUSETTS WESSON TIME-ON-BOTTOM (TOB) DUPLEX HAND CANCELERS: AN IN-DEPTH CHRONOLOGICAL SURVEY OF THE X-TYPE KILLERS

By **Robert J. Trachimowicz and David J. Simmons**

Introduction

Walter D. Wesson, of Providence, Rhode Island, applied for a patent for his innovative duplex hand-canceling device with removable date and time slugs on June 17, 1881. The earliest known use (EKU) anywhere of Wesson's device is in Worcester, Massachusetts on July 2, 1881. Its style was designated by Ted Bozarth as the Type 1 device for Worcester. Type 1 devices were used exclusively with X-Type, or carved, killers. The latest known use (LKU) of a Type 1 device in Worcester was January 29, 1883.

The Duplex Devices

The device consisted of a wooden handle to which both a metal circular date stamp (CDS) and a shallow cup were affixed in duplex fashion. The cup held carved cork, wood and rubber killers. There were, in fact, two styles of Worcester Type 1 CDS devices produced and they are designated Type 1A and Type 1B (Figures 1A and 1B).

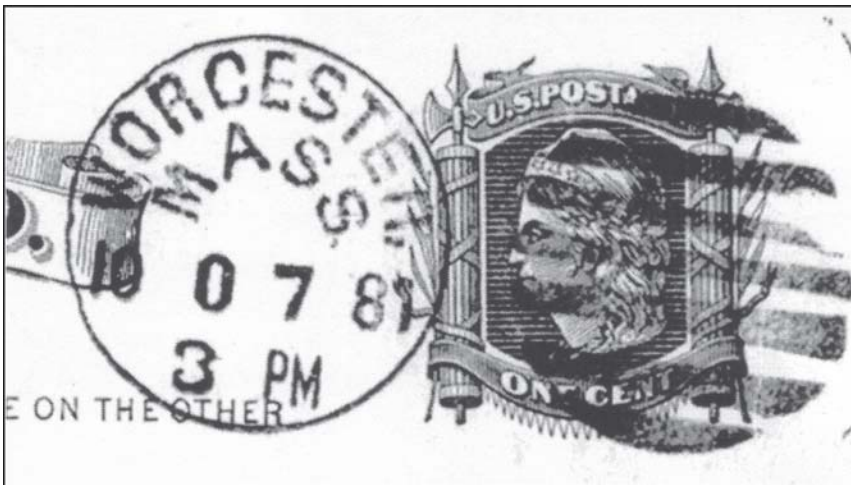


Figure 1A Type 1A Device - Four Holes For Date Slugs

For both the Type 1A and Type 1B devices, WORCESTER and MASS were depicted in concentric arcs in the upper half of the CDS.

The bottom half of the CDS of both the Type 1A and Type 1B devices contained two holes that accepted and held interchangeable metal slugs. These slugs represented the clock hour of use. In the vast majority of the impressions reviewed for this survey, the left hand hole held a slug which represented the Hour (1 through 12) and the right hand hole held a slug which indicated Morning (AM), Evening (PM) or Noon / Midday (M). Since these slugs were changed many times during the day, some cancel impressions do show the slugs reversed, such as PM 6 rather than 6 PM.

The Type 1A and 1B devices differ in the number of holes in the center of the CDS. A horizontal row of holes extended across the middle of the CDS that accepted and held interchangeable metal slugs whose numbers represented the Month, Day and Year of use in what has been described as a "pseudo-Quaker" arrangement. The number of holes in this row differentiates the two styles of Worcester Type 1 TOB cancels. The device with four holes is called Type 1A and the device with three holes is called Type 1B.

In both the Type 1A and Type 1B devices, the hole directly adjacent to the left side of the CDS ring held a single slug which represented the Month (1 through 12) and the hole directly adjacent to the right side of the CDS ring held a single slug which represented the year (81 or 82 but no 83).

In the 4-holed, Type 1A device, the center pair of two holes held slugs which represented the Day of the month. In this pair, the left slug represented one digit (0 through 3)



Figure 1B Type 1B Device - 3 Holes For Date Slugs

and the right slug represented one digit (0 through 9). Together, these digits represented the Days of the month (01 through 31).

In the 3-holed, Type 1B device, the single center hole held one slug which represented the Day of the month. Ostensibly, this center hole would have held one digit (1 through 31) to represent the Day of the month. However, none of the Type 1B examples reviewed in the survey showed a slug with a number higher than 12.

The EKU for the Type 1A device in Worcester is July 2, 1881. The EKU for the Type 1B device is January 3, 1882. It appears that when the Postmaster decided to order a new Wesson device, he did not spend the extra money for a new set of single Day slugs (1 through 31) but felt instead that he could use the Month slugs (1 through 12) that he already had on hand for at least part of each month.

The Details Of Surveying Worcester Wesson TOB Cancels

When compiling examples of Worcester Wesson TOB cancels for this survey, the authors included only those cancels that could be documented by an image of the cancel. We did not include written descriptions or hand-drawn sketches of some 15 entries from the literature. We felt it was imperative that our survey include only verifiable examples. As of this writing, we record 543 entries which are unique in terms of their dates, time of use, and description.

Using the EKU and LKU dates of the Type 1 devices as reference, the survey covers 585 calendar days. Holidays such as the Fourth of July, Christmas and New Years Day are represented and cancels bearing July 4, 1882 and January 1, 1883, have been recorded. In fact, we have documented the killers used on 355 days of the possible 585 days over which the cancellations could

have been used. This equates to 60.7% total representation. On a yearly basis, the survey shows a use on 60.7% of the days in 1881, 60.0% in 1882 and 69.0% in 1883.

Days and Hours of Postmarking

During the time period covered by the survey, the Worcester Post Office operated seven days each week and TOB examples are recorded for each day. The distribution of the survey items is:

Sunday	25 Examples (4.60%)
Monday	98 Examples (18.01%)
Tuesday	79 Examples (14.52%)
Wednesday	81 Examples (14.89%)
Thursday	93 Examples (17.10%)
Friday	78 Examples (14.34%)
Saturday	89 Examples (16.54%)

In all likelihood, there were clerks working at the Worcester Post Office 24 hours a day to assist in the moving of the mails. However, based on the results of the Type 1 TOB survey, mail was not canceled around the clock. The earliest recorded time that mail was canceled was 5 AM. The latest cancel shows a time of 9 PM. No cancels are known with times between 10 PM and 4 AM. If a 3-shift operation at the post office is considered, canceling activity can be broken down as follows:

8 AM to 4 PM	272 Examples (50.09%)
4 PM to 12 AM	232 Examples (42.73%)
12 AM to 8 AM	39 Examples (7.18%)

Multiple Killers Used In A Day

As would be expected, for the great majority of the days for which have recorded use of the Wesson X-Type Killers, only one style of cancel is reported. That is, once the cork killer was inserted into the duplex holder and the date and time slugs set, the postal clerks used that arrangement for the day. However, in a small number of instances, either because the cork became unusable or the clerks just decided on a change, more than one cork was used.

One single killer used	317 Days (89.30%)
Two different killers used	36 Days (10.14%)
Three different killers used	1 Day (0.28%)
Four different killers used	1 Day (0.28%)

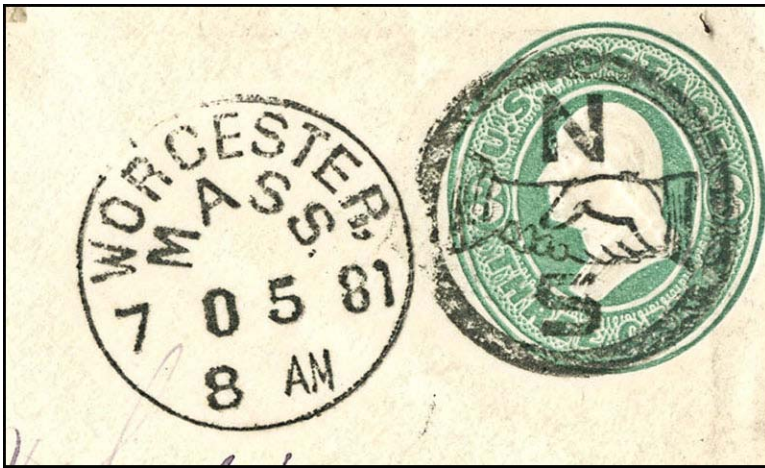


Figure 2 Positive North-South Clapsed Hand killer

The X-Type Killers

Collectors and postal historians have long known that in Worcester, both Type 1A and Type 1B devices were used with a wide variety of rough, rather crude, hand-carved killers. The materials of choice for these killers were usually wood, rubber and cork, materials that could be carved easily and quickly by a postal clerk with a pen knife. One killer, though, because of its fine details, may have been fabricated from metal, that being the Positive North-South Clapsed Hand killer (*Figure 2*). Other types of killers noted in the survey include Geometric Designs, Roman Numerals, Arabic Numerals, Leaves and Letters. It is this diversity of the designs over their 19-month period of use that makes the study of these killers attractive to postal historians.

Prior to initiating this study, we assumed that most killers were made from materials that would wear and degrade over a relatively short length of time, and therefore, would not be re-used once they were taken out of service. Now we know that this was not always the case. While many details have been discovered about the usage of the killers, there are still many days of use that for which we cannot account. The search continues. The issue of the chronology of killer use has occupied the authors for over a decade. While a large number of the examples studied reside in the authors' personal collections, many individuals have assisted us in our research and we gratefully acknowledge the assistance of Gilbert Levere, Leigh Stein, Ronald Lawler and the late Bob Payne.

The following examples illustrate the intricacies of use and re-use of killers. The simplest example is a killer described as a Negative "13" In A Solid Circle (*Figure 3*) which saw fairly regular use from October 12, 1881 until November 15, 1881, after which it was retired. Our second example is the killer we describe as a Geometric-Grid With 3-Way Irregular Pattern (*Figure 4*). It was used from January 16, 1883 to January 19, 1883 but it was not the killer employed on January 29, 1883, the last day of use for the Type 1 devices. The killer that was used on the final day of record was actually introduced on February 22, 1882, almost a year earlier.

It is described as 13 Bars From A Solid Circle, and it had a lifespan of 11 months. Data from our survey shows that it was not uncommon to find killers that were employed over long periods of time which included extended periods of non-use.

The main purpose of this article is to present a chronological history of the Wesson TOB circular date stamp (CDS) and killer combinations used by the Worcester Post Office in the late 19th century. The large database of cancels was assembled, surveyed, described, and assigned a catalog number. The catalog number used for the chronologically earliest killer in our series was 1010. The killers newly appearing thereafter were assigned the numerals 1020, 1030 and so on. The last catalog number assigned was 1720, thus indicating that 72 unique killers have been identified. Gaps were left in the catalog numbering system to accommodate killer types that are presently unknown. Information was gathered about the lifespan of each killer and its days of use.



Figure 3 Negative "13" In A Solid Circle

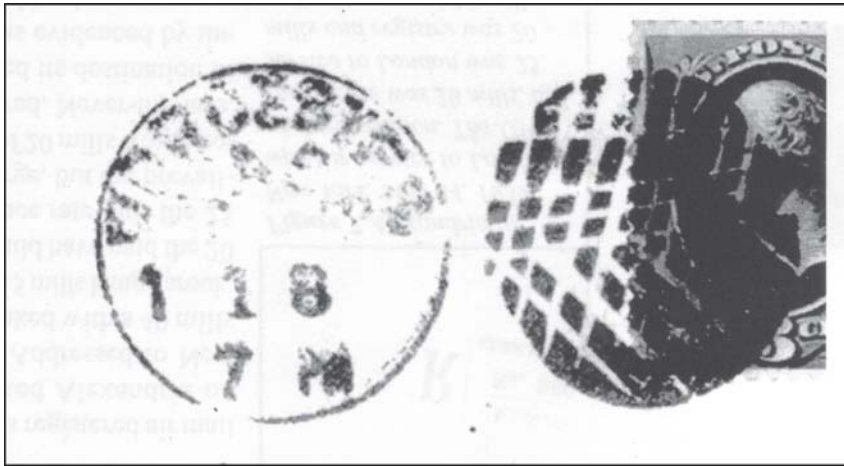


Figure 4 Geometric - Grid With 3-Way Irregular Pattern

The styles of the killers can be broken down into a small number of general categories. A broad distribution of the survey items is noted below. A detailed description of each killer type will be provided later in the article. Please note that the convention used in this survey is to count the number of “Inked” or “Positive” Bars when counting lines in a killer, especially barred circles.

Arabic Numbers	25 Examples (4.60%)
Roman Numerals	8 Examples (1.47%)
Letters	48 Examples (8.84%)
Barred Circles	207 Examples (38.13%)
Geometrics	197 Examples (36.28%)
Leafs	54 Examples (9.94%)
Positive N-S Clapsed Hands	4 Examples (0.74%)

What can we say about the rate at which new killers were introduced into our series of 72 distinct designs during the 585 calendar days of the survey period? It appeared that on average, a new killer made its appearance every 8th day. However, perhaps because the survey only covered approximately 60% of the available dates, 16 of the unique designs seemed to have been used for a just a single day. While sampling problems also could have affected our estimation of

killer longevity, the greatest number of days of use for a single killer type now stands at 25 days.

The Data

The remainder of this article will present a detailed summary of each of the 72 known Worcester Wesson killer types including its assigned Catalog Number, its Description, an Illustration, its EKU, its LKU and a complete listing of the Days and Times of Use. The data will be arranged by Catalog Number and thus by the EKU of each killer type.

The Request

The authors have spent a number of years compiling this survey. However, as noted earlier, it is not complete. Several gaps in usage are apparent. In order to fill those gaps, we are requesting that any and all examples of use of Worcester Wesson X-Type Killers be reported to us. Please provide a good, clear, full-size photocopy or digital image (preferred) of each new report. Our intention is to produce an annual update of the Worcester Wesson data. Your help is greatly appreciated.

Please contact Bob Trachimowicz at
bob.track@charter.net

The Individual Worcester Wesson X-Type Killer Details

The following set of illustrations provides details for each of the known Worcester Wesson X-Type Killers. They are listed in order by the author's catalog numbering system, which was previously described. All known dates of use and times of use are indicated in the table shown for each catalog number.



Worcester Wesson Catalog No 1010
Negative "N" In Solid Circle

Unique Days Of Use - (11)

CATALOG No 1010	
DATE AND TIME	
JULY 2 1881 - 3 PM - EKV FOR WORCESTER X-TYPE	
JULY 2 1881 - 4 PM	
JULY 5 1881 - 5 AM	
JULY 5 1881 - 6 PM	
JULY 6 1881 - 11 AM	
JULY 7 1881 - 6 PM	
JULY 8 1881 - 6 PM	
JULY 8 1881 - 7 PM	
JULY 9 1881 - 10 AM	
JULY 15 1881 - 2 PM	
JULY 15 1881 - 6 PM	
JULY 16 1881 - 5 PM	
JULY 16 1881 - 6 PM	
JULY 16 1881 - 7 PM	
JULY 26 1881 - 6 PM	
JULY 29 1881 - 3 PM	
SEPTEMBER 14 1881 - 2 PM	



Worcester Wesson Catalog No 1020
Positive North-South Shaking Hands

Unique Days Of Use - (4)

CATALOG No 1020	
DATE AND TIME	
JULY 5 1881 - 8 AM	
JULY 6 1881 - 8 AM	
DECEMBER 4 1881 - 6 PM	
DECEMBER 30 1881 - 4 PM	



Worcester Wesson Catalog No 1030
10 Positive Bars From Solid Circle

Unique Days Of Use - (10)

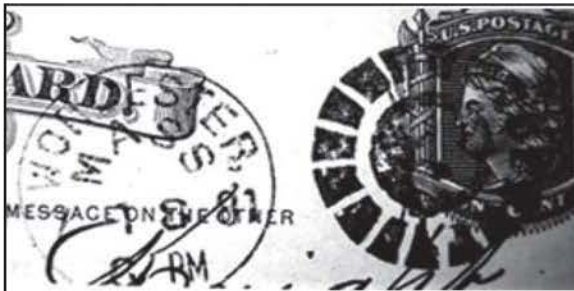
Catalog No 1030	
DATE AND TIME	
JULY 9 1881 - 6 PM	
JULY 10 1881 - 6 PM	
JULY 11 1881 - 10 AM	
JULY 11 1881 - 6 PM	
JULY 12 1881 - 9 AM	
JULY 19 1881 - 8 AM	
JULY 22 1881 - 2 PM	
JANUARY 19 1883 - 6 PM	
JANUARY 20 1883 - 6 PM	
JANUARY 22 1883 - 5 AM	
JANUARY 22 1883 - 6 PM	
JANUARY 24 1883 - 5 AM	



Worcester Wesson Catalog No 1040
7 Positive Bars From Solid Circle

Unique Days Of Use - (12)

Catalog No 1040	
DATE AND TIME	
JULY 13 1881 - 6 PM	
OCTOBER 7 1881 - 3 PM	
OCTOBER 8 1881 - 6 AM	
OCTOBER 8 1881 - 10 AM	
OCTOBER 8 1881 - 6 PM	
OCTOBER 10 1881 - 10 AM	
OCTOBER 11 1881 - 10 AM	
JANUARY 25 1882 - 3 PM	
JANUARY 26 1882 - 11 AM	
JANUARY 31 1882 - 4 PM	
FEBRUARY 7 1882 - 11 AM	
MARCH 14 1882 - 1 PM	
MARCH 16 1882 - 3 PM	
MARCH 25 1882 - 2 PM	



Worchester Wesson Catalog No 1050
Negative "3" In Solid Circle With Segmented Outer Ring

Unique Days Of Use - (1)

Catalog No 1050

DATE AND TIME

JULY 18 1881 - 5 PM
JULY 18 1881 - 6 PM



Worchester Wesson Catalog No 1070
Pie With 8 Segments

Days Of Use - (13)

Catalog No 1070

DATE AND TIME

JULY 21 1881 - 1 PM
JULY 26 1881 - 10 AM
JULY 28 1881 - 8 AM
JULY 28 1881 - 10 AM
JULY 29 1881 - 6 PM
OCTOBER 25 1881 - 5 PM
OCTOBER 25 1881 - 12 PM
OCTOBER 26 1881 - 6 PM
NOVEMBER 7 1881 - 6 PM
DECEMBER 8 1881 - 6 PM
DECEMBER 13 1881 - 6 PM
DECEMBER 14 1881 - 4 PM
DECEMBER 14 1881 - 6 PM
DECEMBER 15 1881 - 8 AM
DECEMBER 26 1881 - 4 PM
DECEMBER 27 1881 - 3 PM



Worchester Wesson Catalog No 1060
8 Positive Bars From Solid Circle

Unique Days Of Use - (16)

Catalog No 1060

DATE AND TIME

JULY 19 1881 - 3 PM
JULY 23 1881 - 5 PM
JULY 26 1881 - 1 PM
JULY 27 1881 - 7 PM
JULY 28 1881 - 6 PM
JULY 30 1881 - 2 PM
JULY 30 1881 - 6 PM
AUGUST 8 1881 - 10 AM
AUGUST 10 1881 - 8 PM
AUGUST 16 1881 - 4 PM
AUGUST 16 1881 - 6 PM
AUGUST 17 1881 - 2 PM
AUGUST 18 1881 - 2 PM
AUGUST 20 1881 - 7 PM
AUGUST 21 1881 - 6 PM
AUGUST 23 1881 - 5 PM
AUGUST 27 1881 - 6 PM
SEPTEMBER 16 1881 - 5 PM
SEPTEMBER 16 1881 - 6 PM



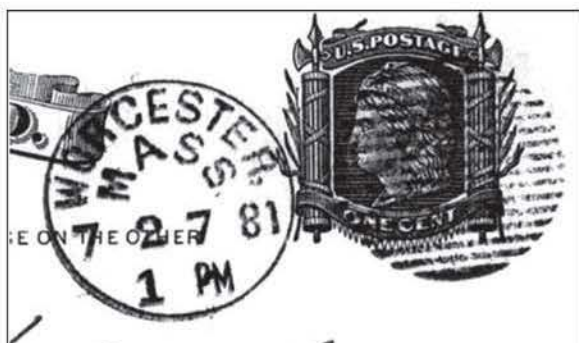
Worchester Wesson Catalog No 1080
Quartered Circle With 3 Positive Bars Per Quarter

Unique Days Of Use - (1)

Catalog No 1080

DATE AND TIME

JULY 26 1881 - 5 AM



Worcester Wesson Catalog No 1090
17 Positive Bars From Solid Circle

Unique Days Of Use - (1)

Catalog No 1090

DATE AND TIME

JULY 27 1881 - 1 PM



Worcester Wesson Catalog No 1110
Negative 5-Point Star In Solid Circle

Unique Days Of Use - (9)

Catalog No 1110

DATE AND TIME

AUGUST 6 1881 - 2 PM

AUGUST 7 1881 - 7 PM

AUGUST 9 1881 - 11 AM

AUGUST 10 1881 - 3 PM

AUGUST 12 1881 - 9 PM

AUGUST 12 1881 - 12 PM

AUGUST 13 1881 - 11 AM

AUGUST 16 1881 - 5 PM

AUGUST 19 1881 - 5 AM

AUGUST 22 1881 - 1 PM

AUGUST 22 1881 - 3 PM



Worcester Wesson Catalog No 1100
Negative "S" In Solid Circle

Unique Days Of Use - (6)

Catalog No 1100

DATE AND TIME

JULY 29 1881 - 2 PM

AUGUST 6 1881 - 6 PM

AUGUST 8 1881 - 6 PM

AUGUST 24 1881 - 6 PM

SEPTEMBER 17 1881 - 9 PM

SEPTEMBER 19 1881 - 2 PM



Worcester Wesson Catalog No 1120
4 Positive Bars From Solid Circle - 2 Outer Bars Split

Unique Days Of Use - (1)

Catalog No 1120

DATE AND TIME

AUGUST 12 1881 - 3 PM



Worcester Wesson Catalog No 1130
Grid Of 6 Positive Bars By 4 Positive Bars

Unique Days Of Use - (2)

Catalog No 1130	
DATE AND TIME	
SEPTEMBER 20 1881 - 5 PM	
SEPTEMBER 21 1881 - 10 AM	
SEPTEMBER 21 1881 - 5 PM	



Worcester Wesson Catalog No 1140
6 Positive Bars From Solid Circle

Unique Days Of Use - (17)

Catalog No 1140	
DATE AND TIME	
AUGUST 31 1881 - 6 PM	
SEPTEMBER 1 1881 - 8 AM	
SEPTEMBER 1 1881 - 10 AM	
SEPTEMBER 1 1881 - 11 AM	
SEPTEMBER 3 1881 - 11 AM	
SEPTEMBER 6 1881 - 6 PM	
SEPTEMBER 9 1881 - 4 PM	
SEPTEMBER 10 1881 - 6 AM	
SEPTEMBER 12 1881 - 8 AM	
SEPTEMBER 14 1881 - 12 PM	
OCTOBER 3 1881 - 6 PM	
NOVEMBER 9 1881 - 6 PM	
JANUARY 24 1882 - 7 PM	
JANUARY 24 1882 - 8 PM	
FEBRUARY 17 1882 - 5 PM	
FEBRUARY 17 1882 - 6 PM	
FEBRUARY 20 1882 - 11 AM	
MARCH 2 1882 - 3 PM	
MARCH 9 1882 - 2 PM	
MARCH 11 1882 - 10 AM	
MARCH 11 1882 - 3 PM	
OCTOBER 12 1882 - 2 PM	



Worcester Wesson Catalog No 1150
Hemisphere Cut In 2 Pieces And 3 Pieces

Unique Days Of Use - (2)

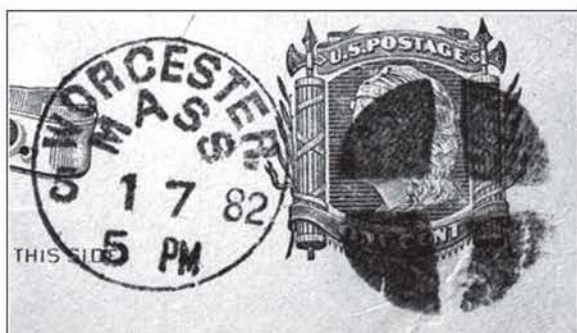
Catalog No 1150	
DATE AND TIME	
SEPTEMBER 23 1881 - 3 PM	
SEPTEMBER 23 1881 - 7 PM	
SEPTEMBER 24 1881 - 11 AM	
SEPTEMBER 24 1881 - 4 PM	



Worcester Wesson Catalog No 1160
5 Positive Bars From Solid Circle - Middle Bar No Centered

Unique Days Of Use - (2)

Catalog No 1160	
DATE AND TIME	
SEPTEMBER 24 1881 - 6 PM	
SEPTEMBER 26 1881 - 6 AM	



Worcester Wesson Catalog No 1170
Quartered Cork

Unique Days Of Use - (7)

Catalog No 1170	
DATE AND TIME	
SEPTEMBER 29 1881	- 6 PM
MAY 13 1882	- 5 PM
MAY 13 1882	- 6 PM
MAY 16 1882	- 10 AM
MAY 16 1882	- 2 PM
MAY 17 1882	- 5 PM
MAY 18 1882	- 6 AM
MAY 20 1882	- 6 PM
MAY 21 1882	- 6 PM



Worcester Wesson Catalog No 1180
Hemispheres Cut In 3 Pieces

Unique Days Of Use - (1)

Catalog No 1180	
DATE AND TIME	
OCTOBER 1 1881	- 6 PM



Worcester Wesson Catalog No 1190
Negative "13" In Solid Circle

Unique Days Of Use - (9)

Catalog No 1190	
DATE AND TIME	
OCTOBER 12 1881	- 8 AM
OCTOBER 12 1881	- 1 PM
OCTOBER 12 1881	- 12 PM
OCTOBER 13 1881	- 9 AM
OCTOBER 13 1881	- 5 PM
OCTOBER 13 1881	- 12 PM
OCTOBER 14 1881	- 5 AM
OCTOBER 14 1881	- 8 AM
OCTOBER 15 1881	- 10 AM
OCTOBER 17 1881	- 8 AM
OCTOBER 17 1881	- 4 PM
OCTOBER 17 1881	- 6 PM
OCTOBER 18 1881	- 10 AM
NOVEMBER 12 1881	- 6 AM
NOVEMBER 12 1881	- 7 PM
NOVEMBER 14 1881	- 10 AM
NOVEMBER 14 1881	- 2 PM
NOVEMBER 15 1881	- 2 PM
NOVEMBER 15 1881	- 7 PM



Worcester Wesson Catalog No 1200
Diagonally Cut Center Square And Segmented Border

Unique Days Of Use - (9)

Catalog No 1200	
DATE AND TIME	
OCTOBER 20 1881	- 6 AM
OCTOBER 31 1881	- 8 AM
NOVEMBER 2 1881	- 6 AM
NOVEMBER 7 1881	- 12 PM
FEBRUARY 12 1882	- 6 PM
FEBRUARY 13 1882	- 1 PM
FEBRUARY 13 1882	- 3 PM
FEBRUARY 13 1882	- 8 PM
FEBRUARY 14 1882	- 3 PM
FEBRUARY 15 1882	- 8 AM
FEBRUARY 15 1882	- 6 PM
FEBRUARY 16 1882	- 2 PM



Worcester Wesson Catalog No 1210
Triangle With Segmented Cuff Of Short Bars

Unique Days Of Use - (4)

Catalog No 1210	
DATE AND TIME	
OCTOBER 21 1881 - 2 PM	
OCTOBER 21 1881 - 3 PM	
NOVEMBER 5 1881 - 2 PM	
FEBRUARY 16 1882 - 4 PM	
MARCH 3 1882 - 6 PM	



Worcester Wesson Catalog No 1220
Negative "H" In Solid Circle

Unique Days Of Use - (10)

Catalog No 1220	
DATE AND TIME	
OCTOBER 22 1881 - 1 PM	
OCTOBER 22 1881 - 4 PM	
OCTOBER 22 1881 - 6 PM	
OCTOBER 23 1881 - 6 AM	
OCTOBER 27 1881 - 3 PM	
OCTOBER 28 1881 - 3 PM	
OCTOBER 28 1881 - 6 PM	
OCTOBER 29 1881 - 6 AM	
OCTOBER 30 1881 - 6 PM	
OCTOBER 31 1881 - 3 PM	
NOVEMBER 1 1881 - 7 AM	
NOVEMBER 3 1881 - 8 AM	
NOVEMBER 3 1881 - 6 PM	
NOVEMBER 6 1881 - 6 PM	



Worcester Wesson Catalog No 1230
Negative "IX" In Solid Circle

Unique Days Of Use - (7)

Catalog No 1230	
DATE AND TIME	
NOVEMBER 17 1881 - 9 AM	
DECEMBER 1 1881 - 10 AM	
DECEMBER 16 1881 - 10 AM	
JANUARY 3 1882 - 3 PM	
JANUARY 12 1882 - 6 PM	
JANUARY 13 1882 - 6 AM	
JANUARY 18 1882 - 8 PM	



Worcester Wesson Catalog No 1240
Negative "6" In Solid Circle

Unique Days Of Use - (4)

Catalog No 1240	
DATE AND TIME	
NOVEMBER 19 1881 - 6 PM	
NOVEMBER 20 1881 - 6 PM	
NOVEMBER 29 1881 - 8 PM	
DECEMBER 1 1881 - 7 PM	



Worcester Wesson Catalog No 1250
Negative "A" With Cuff Of Short Bars

Unique Days Of Use - (5)

Catalog No 1250	
DATE AND TIME	
NOVEMBER 21 1881 - 2 PM	
NOVEMBER 23 1881 - 6 AM	
NOVEMBER 25 1881 - 2 PM	
NOVEMBER 28 1881 - 2 PM	
NOVEMBER 29 1881 - 11 AM	



Worcester Wesson Catalog No 1260
Grid Of Small Diamonds - 6 Bars By 6 Bars

Unique Days Of Use - (7)

Catalog No 1260	
DATE AND TIME	
NOVEMBER 24 1881 - 10 AM	
NOVEMBER 26 1881 - 6 PM	
NOVEMBER 28 1881 - 10 AM	
NOVEMBER 28 1881 - 12 PM	
DECEMBER 2 1881 - 6 PM	
JANUARY 12 1882 - 3 PM	
JANUARY 13 1882 - 3 PM	
JANUARY 13 1882 - 6 PM	
JANUARY 14 1882 - 10 AM	



Worcester Wesson Catalog No 1270
Quartered Cork With 5 Bars Per Quarter

Unique Days Of Use - (1)


Catalog No 1270	
DATE AND TIME	
NOVEMBER 25 1881 - 10 AM	



Worcester Wesson Catalog No 1280
Grid Of Small Squares - 6 Bars By 6 Bars

Unique Days Of Use - (1)


Catalog No 1280	
DATE AND TIME	
DECEMBER 8 1881 - 1 PM	



Worcester Wesson Catalog No 1290
Squared "5" Or "S" With Sides Framed By 2 Bars

Unique Days Of Use - (6)

Catalog No 1290
DATE AND TIME
DECEMBER 18 1881 - 6 PM
DECEMBER 19 1881 - 10 AM
DECEMBER 19 1881 - 3 PM
DECEMBER 20 1881 - 6 AM
DECEMBER 21 1881 - 12 PM
DECEMBER 23 1881 - 6 AM
DECEMBER 23 1881 - 7 PM
DECEMBER 24 1881 - 8 AM



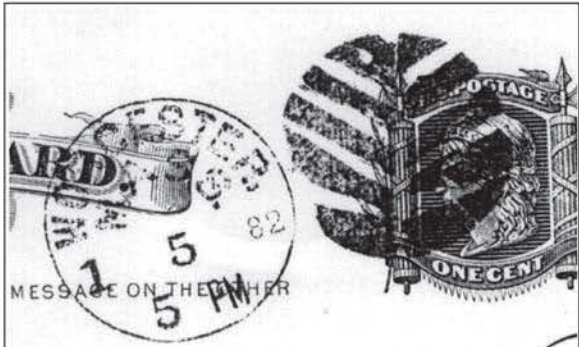
Worcester Wesson Catalog No 1300
10 Positive Bars From Solid Circle With Wide Equatorial Gutter

Unique Days Of Use - (2)

Catalog No 1300
DATE AND TIME
DECEMBER 26 1881 - 3 PM
JANUARY 3 1882 - 6 PM



Illustrative examples of X-killers.



Worcester Wesson Catalog No 1310
Leaf - 5 Fronds

Unique Days Of Use - (14)

Catalog No 1310	
DATE AND TIME	
JANUARY 4 1882 - 3 PM	
JANUARY 4 1882 - 7 PM	
JANUARY 5 1882 - 3 PM	
JANUARY 5 1882 - 5 PM	
JANUARY 5 1882 - 12 PM	
JANUARY 6 1882 - 3 PM	
JANUARY 7 1882 - 7 AM	
JANUARY 9 1882 - 10 AM	
JANUARY 11 1882 - 10 AM	
MAY 29 1882 - 2 PM	
MAY 29 1882 - 5 PM	
MAY 30 1882 - 3 PM	
MAY 31 1882 - 11 AM	
MAY 31 1882 - 5 PM	
JUNE 1 1882 - 5 PM	
JUNE 3 1882 - 9 AM	
JUNE 3 1882 - 11 AM	
JUNE 3 1882 - 6 PM	
JUNE 5 1882 - 11 AM	
JUNE 5 1882 - 1 PM	
JUNE 5 1882 - 6 PM	
JUNE 6 1882 - 2 PM	
JUNE 6 1882 - 7 PM	
JUNE 7 1882 - 8 AM	



Worcester Wesson Catalog No 1320
Leaf - 4 Fronds

Unique Days Of Use - (17)

Catalog No 1320	
DATE AND TIME	
JANUARY 10 1882 - 9 PM	
JANUARY 20 1882 - 3 PM	
JANUARY 21 1882 - 2 PM	
JANUARY 23 1882 - 2 PM	
MARCH 18 1882 - 8 AM	
MARCH 19 1882 - 6 PM	
MARCH 20 1882 - 11 AM	
MARCH 20 1882 - 6 PM	
MARCH 22 1882 - 7 PM	
MARCH 25 1882 - 6 AM	
MARCH 26 1882 - 6 PM	
JUNE 13 1882 - 5 PM	
JUNE 15 1882 - 6 PM	
JUNE 16 1882 - 10 AM	
JUNE 16 1882 - 6 PM	
JUNE 17 1882 - 11 AM	
JUNE 18 1882 - 6 PM	
JUNE 19 1882 - 7 AM	
JUNE 19 1882 - 5 PM	
JUNE 19 1882 - 6 PM	
JUNE 20 1882 - 5 PM	

TO BE CONTINUED

Hampshire County West Virginia Post Offices

By Len McMaster

Part 1

Introduction

Several people have previously cataloged the Hampshire County West Virginia post offices, generally as part of a larger effort to list all the post offices of West Virginia. Examples include Helbock's *United States Post Offices*¹ and Small's *The Post Offices of West Virginia, 1792-1977*². Confusing this study is that Hampshire County was initially split off from Virginia with the establishment of many early post offices appearing in studies of Virginia post offices such as Abelson's *Virginia Postmasters and Post Offices, 1789-1832*³ and Hall's *Virginia Post Offices, 1798-1859*⁴; and that Hampshire County was itself eventually split into all or parts of five West Virginia counties, including its present day boundaries. Two other lists warrant mentioning: Forte's comprehensive list of post offices on his postal history website⁵ and Lisbeth's study of *Virginia Postal Markings Colonial -1865*, which, while not comprehensive, has the advantage of including postal markings as well as early postmasters⁶.

Thus I will attempt to identify the approximate location and dates of operation of the post offices established in Hampshire County, explaining, where possible, the discrepancies or possible confusion that exists in the other listings; recognizing that I too may create my own errors no matter how cautious my attempt.

Because of the length of the material, it is broken up into three parts. The first part will include an introduction to the history of the county, describe the sources of the data and the conventions used in the listings, and conclude with the description of the Hampshire County post offices from Augusta through Green Valley Depot. The second part will include the balance of the Hampshire county post office descriptions, and the third part will include descriptions of the post offices in Mineral County today that were established in Hampshire County before Mineral County was split off, and tables of all the post offices established in Hampshire County.

General History

Hampshire County is the oldest county in West Virginia, being created by the Virginia General Assembly

on December 13, 1753 (effective May 1, 1754) from parts of Frederick and Augusta counties (Virginia) with over twenty-six hundred square miles, including parts of present day Hardy, Morgan, Mineral and Grant counties. Since it was the western frontier of the Virginia Colony it became Virginia's route to the upper Ohio River valley, an important gateway to the developing west. In 1762 Romney was incorporated as the county seat and on April 1, 1796 the first post office in the county was established at Romney. Other early post offices included Springfield established in 1800, Blommery established as Sherrard's store in 1814, Capon Bridge established as Glencoe in 1826, Yellow Spring in 1839 and Capon Springs in 1841. There were



Map 1 1754 Map of Hampshire County with current county boundaries.

There were

other early post offices established, which have since been discontinued. In total over 80 post offices have been established in Hampshire County, several of them merely reflecting changes in the names of the communities they served.

Hardy County was created by the Virginia General Assembly on December 10, 1785 from the southern part of Hampshire County and in December 1787 an adjustment was made in the boundary between Hardy and Hampshire. Since Hardy County was created prior to the establishment of the first post office in Hampshire County, there can be no confusion of post office names appearing in both counties. Morgan County was created by an act of the Virginia General Assembly in March 1820 from parts of the northwest most corner of Hampshire County and Berkeley County. The only post office established in what is now Morgan County prior to its creation was Berkeley Springs in 1802, but this community was originally in Berkeley County such that there can be no confusion of post office names appearing in Morgan and Hampshire counties.

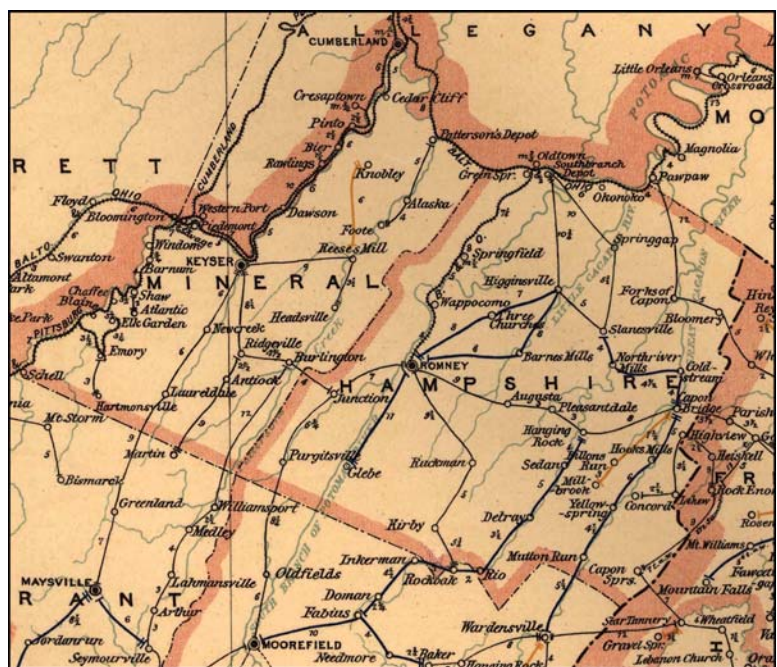
On June 20, 1863 West Virginia was officially established as a state. Then on February 1, 1866 Mineral County was formed by an act of the General Assembly from the western part of the County with Hampshire County becoming its present size. (Shortly thereafter Grant County was formed from the western part of Hardy County.) Different than Morgan and Hardy counties, however, there were numerous post offices established in Hampshire County prior to 1866 that are in present day Mineral County.

The topography of the County is a series of low mountains and rivers in the intervening valleys running from southwest to northeast. The major rivers, all part of the Potomac River watershed, include the South Branch (of the Potomac), Cacapon, Little Cacapon, and North rivers, with numerous other streams feeding them from the mountains. As an example a detailed description of the topography of Mill Creek Mountain in the western part of the County and Levels in the northeast part of the County can be found in Maxwell and Swisher's 1897 history of the County⁷. There was some mining initially, e.g., Bloomery got its name from the iron furnaces constructed as early as 1770, but

most of the County then and now consists of rural farmland and numerous small communities widely spread about the County.

Given this rather rugged topography, the development of its roads and later the railroad, were important to transportation and the postal system in the County. By 1786 a state road had been completed from Winchester, Virginia to Romney, but the building of the Northwestern Turnpike (U.S. Route 50) in the 1830s from Winchester to Parkersburg on the Ohio River in the western part of the state, was critical to further development. When completed, the turnpike crossed the County from east to west through the communities of Capon Bridge, Loom, Hanging Rock, Pleasant Dale, Augusta, Frenchburg, Shanks, Romney, Vanderlip and Moorefield Junction, each with their own post offices.

In early to mid 19th century the Baltimore and Ohio railroad was built across the northern part of the state connecting Wheeling with Baltimore. In 1884 the South Branch Railroad was built connecting Romney with Green Spring on the main B&O line, and in 1910 the line was extended along the South Branch River through Moorefield (Hardy Co.) to Petersburg (Grant Co.), crossing the County from north to south through the communities of Green Spring, Donaldson, Wapocomo, Romney, Vanderlip, Pancake, and Sector (Glebe Station), each with their own post offices. In the eastern part of the state the Winchester and Western Railroad, a shortline railroad, operated from Win-



Map 2 1896 Post route map of the state of Virginia and West Virginia, Postmaster General, Library of Congress, Geography and Map Division <http://hdl.loc.gov/loc.gmd/g3881p.ct000776>

chester, Virginia north to Maryland and south to West Virginia. The company's original line opened in 1917, extending west from Winchester to Rock Enon Springs, the location of a resort known for its mineral springs similar to Capon Springs. The line was later continued through the communities of Shiloh, Capon Springs and Intermont West Virginia with post offices at Capon Springs and Intermont.

Description of the Listings

A brief history of each post office established in Hampshire County, including approximate location and name changes, is provided in the following sections. A list of the post offices with dates of operation is provided at the end in Table 1 (those established within the current boundaries of Hampshire County) and Table 2 (those established in Hampshire County, but located in Mineral County today).

Different than some studies, I started with the secondary listings of post offices in West Virginia by Small, Helbock, and others, to develop a list I could use for collecting Hampshire County postal history, but quickly discovered discrepancies in the listings that led me back to the United States Post Office Department's "Records of Appointments of Postmaster" and other sources to resolve them. In 2000-2002 Alyce Evans published a series of articles describing several West Virginia counties in *La Posta* under the title of "West Virginia Research Papers", but Hampshire County was unfortunately not among them. While I have noted Hall's work⁴, I should also note that of the listings of post offices established in Hampshire County, I found this to be the least reliable with dates often conflicting both with the other secondary sources and the National Archive records.

Even though I live in Hampshire County, I have not lived here long, and the biggest problem I experienced was in not being able to determine the location of the post offices, i.e., determine what communities they served given the similarity in names and change in community names over the years. Examples of the problem include there being two communities, one called Hanging Rock, which had a post office, and another called Hanging Rocks, which did not have a post office; and the name New Creek being used by two separate communities during more than one period of their operations. As mentioned previously it was also occasionally difficult to determine which post offices were in present day Hampshire County since

many post offices in present day Mineral County were established in Hampshire County before Mineral County was formed.

A comparison of numerous old maps on which previous community names could be found in the same location as present day communities with different names was the key to locating the old post offices in most cases. When this approach failed, discussions with local residents were invaluable in locating post offices based on postmaster names by knowing where these families' original farms were located. In a few cases the physical location found in the Post Office Department Records of Site Locations, 1837-1950 was also helpful. Information in these records included not only the post office's proximity to nearby rivers, creeks, postal routes, railroad stations, and other post offices, but provided information on proposed names that were rejected. For example, a 1882 letter concerning the application for re-establishing a post office at Barrettsville, which had been discontinued for five years, states "As there is now an office in W.Va. called Basnettville [Marion County], the name Barrettsville will not answer. Please select a new name." The form indicates "Junction" was the next choice, but this is scratched out and "Augusta" added in its place⁸. The Post Office Department (POD) forms used for locating proposed and existing post offices, including changes in location of existing post offices, will all be referred to as POD "site location" forms.

As has been noted by others it was not uncommon for these early, small post offices to change locations with the appointment of postmasters and I have found letters from new postmasters requesting such changes immediately upon their appointment. For example, it is noted in *Historic Hampshire* that the Augusta post office moved from one side of the road to the other depending on the political party in power; during Democratic years it was in the old George Riley store on south side of US Route 50 (at the intersection with Ford Hill Road) and during Republican years in the Berry and Rogers building on the north side of US Route 50⁹. Thus the post office locations provided should be considered as pointing to the communities they served and not necessarily the precise location of the building housing the post office.

Typically the change in location was nearby as in the Augusta example, but occasionally the distance could be a few miles, as in the case of the Frenchburg post office (1857-60) "re-established ... to Barrettsville" approximately two miles away as noted in the "Record of Appointment of Postmasters, 1832-Sept. 30, 1971".

The first Barrettsville entry in the same records also describes the post office as “late Frenchburg”¹⁰. The post office at Barrettsville was later re-established as Augusta in 1882 (see discussion above concerning the application for re-establishing a post office at Barrettsville); then in 1897 another post office was established at Shanks less than four miles away, both of which are still operating today. When the periods of operation overlap, it’s easy to treat two or more post offices in the same vicinity as separate, but the question becomes how to treat nearby post offices with name changes and non-overlapping periods of opera-



Map 3 Location of Shanks, Frenchburg and Augusta today

tion. While I do not claim to have been fully consistent throughout, in the case of Frenchburg, Barrettsville and Augusta, I have treated them as the same community served because of the notations in the “Records” even though there was a break in their periods of operation and they exist as separate place names today.

In the description of post office locations, I have attempted to show how the names of the post offices serving essentially the same community changed over the years, but have kept the different post office names and their periods of use intact. If the name of a post office serving the same community changed over its lifespan, the details are provided only under the name used today or the last post office name used. For each entry, reference is made to the last post office name used, e.g., “**Frenchburg** ... See Augusta for more detail.” The different names, including misspellings, which I have seen and believe refer to the same community are also indicated, e.g., “**Little Cape Capon** (Little Cape Capot, Little Cacapon).” While nearby roads and County Route numbers are identified in locating a post office, it should be noted that the County is going through the process of renaming roads for 911 compatibility and may change.

One interesting post office name change was Davy which was established in 1902 with Rada B. Davy serving as the first postmaster; in 1911 the post office name was changed to Rada with Rada Davy continuing to serve as postmaster until replaced by a Maud Davey in 1912. Why some proposed names were rejected or the names of existing post offices changed over the years may be at least partially explained by Order No. 114 of the Postmaster General, dated April 1894 which stated:

To remove a cause of annoyance to the Department and injury to the Postal Service in the selection of names for newly established post offices, it is hereby ordered, that from this date only short names or names of one word will be accepted. There may be exceptions when the name selected is historical, or has become local by long usage, but the Department reserves the right in such cases to make the exception or not as it sees proper. Names of post offices will only be changed for reasons satisfactory to the Department.

The prefix of “East,” “Old,” “New,” “North,” “South,” or “West,” to the name of a post office is objectionable; as also is the addition of “Burg,” “Center,” “City,” “Corners,” “Creek,” “Cross Roads,” “Depot,” “Hill,” “Hotel,” “Hollow,” “Junction,” “Mill,” “Mound,” “Peak,” “Plains,” “Point,” “Port,” “Prairie,” “Rock,” “River,” “Run,” “Ridge,” “Store,” “Station,” “Springs,” “Town,” “Vale,” “Valley,” or Village,” and all other prefixes or additions, as such prefixes or additions are liable to lead to confusion and delay in transmission of the mails.

Delay may often be avoided by here submitting in order of preference several names as the one first selected may be rejected by the Department.

The name listed is based on US Post Office Department’s “Records of Appointments of Postmaster”^{10,11} spelling, but I have occasionally found a different spelling used in the postmark. Similarly, the dates of operation are those listed in the “Records of Appointments of Postmaster.” I will refer to cities, towns, and other localities, whether incorporated or unincorporated, as communities without any distinction. In cases where I am uncertain as to a name, spelling, location or other information provided that uncertainty will be discussed. Where the post office appears to have been named for the postmaster, I have listed the postmaster name.

Smith and Patera in their discussion of primary and secondary sources for U.S. postal history information¹², point out that in the absence of other information, the earliest of postmaster appointment dates is generally considered the establishment date of the post office, and I have followed this guideline. The information prior to 1832 is not as helpful as the information available thereafter, e.g., in many cases the dates recorded are the “date of first return” suggesting the post office was established within the preceding 12 months. Where I found no better information than this, I have used only the year to suggest this uncertainly. Interestingly Smith and Patera do not mention the use of the site location records⁸, but I found these records to contain helpful information on post office names and establishment dates as well as the site location.

In some cases a “discontinued” date is given a few days to weeks prior to an “effective” date and I will use the “effective” date if available. Occasionally the discontinuance will be rescinded prior to the effective date or the discontinuance lasts only a few months, and in such cases no discontinuance will be indicated. Some records indicate that service was suspended several years prior to the post office being discontinued; in such cases both dates will be provided.

There are instances where the First and Second World Wars clearly impacted the operation of these small post offices. In the case of Three Churches, for example, the post office was discontinued during the Second World War from April 30, 1941 to August 18, 1947. At some post offices it appears other individuals served as acting postmaster while the postmaster served in the military, for example at Kirby the postmaster’s wife was acting postmaster from January 1, 1944 to December 31, 1946 when her husband returned; at Springfield another individual was acting postmaster from April 22, 1944 to July 10, 1946 when the postmaster returned.

While most 19th century records give only one date for postmaster appointments, later records provide several dates to choose from. As an example of the entries, one Augusta postmaster was “nominated” September 27, 1945, “confirmed” October 9, 1945, “President appointment” October 10, 1945, “commission signed and mailed” October 10, 1945, and “assumed charge” January 1, 1946. The question is what date to use. In comparing previously compiled lists, the “appointment date” listed is the “confirmed” date and to be consistent with those tabulations, I will use this date for post office establishment if it exists. Dates that are **bolded** suggest a change in the year previous reported by Helbock and/or Small.

Individual Post Office Location and History of Name Changes

Augusta (Frenchburg, Barrettsville)

Augusta is located in central Hampshire County on the Northwestern Turnpike (U.S. Route 50) near the intersection with Ford Hill Road (County Route 7) between Pleasant Dale and Frenchburg. According to the appointment of postmaster records¹⁰ the post office was originally established as Frenchburg May 2, 1857 and discontinued March 10, 1860. The post office was re-established as Barrettsville May 15, 1866, with William Barret as the postmaster. It was discontinued from January 18, 1875 until re-established November 9, 1875, and discontinued again May 22, 1877. A POD “site location” form dated February 25, 1882 associated with an application to re-establish a post office at Barrettsville, states “as there is now an office in W. Va. called Basnettville [Marion County], the name Barrettsville will not answer. Please select a new name.” The form indicates “Junction” was the next choice, but this is scratched out and “Augusta” added in its place. The post office was thus re-established as Augusta April 17, 1882, which continues to this day, zip code 26704.

Bache

Bache was located in the central part of the County on North Texas Road (County Route 7/1) between the intersections of Mack Road (County Route 7/5) and Dunmore Ridge Road County Route 50/18) south of Augusta. The post office was established April 10, 1903 and discontinued September 15, 1913 with the mail routed to Hanging Rock.

Barne’s Mills (Barnes Mill, Belt)

Established September 30, 1879 and discontinued April 30, 1911, this post office was re-established as Belt. See Belt for more detail.

Barrettsville (Frenchburg, Augusta)

Established May 15, 1866 and discontinued May 22, 1877, this post office was originally known as Frenchburg and later became Augusta. See Augusta for more detail.

Belt (Barne’s Mills)

Belt was located in central Hampshire County on Little Cacapon North Road (County Route 50/9) near where it crosses the Little Cacapon River north of Frenchburg. The post office was originally established as Barne’s Mills September 30, 1879 with Isaac Barnes serving as the first postmaster, and was discontinued

April 30, 1911 with the mail routed to Romney. November 24, 1928 the post office was re-established as Belt with Coleman Belt serving as the postmaster, and was discontinued August 15, 1934 with the mail routed to Higgsinsville. Although current maps show Barnes Mill at this location, the community of Belt is shown on a 1933 map at the same location¹³.

Bloomery (Sherrard's Store)

Bloomery, reflecting the local iron smelting work, is located in the northeast corner of the County on the Bloomery Pike (State Route 127) near the border with Virginia. Bloomery was settled in 1737 and the first post office, known as Sherrard's Store, was established on December 28, 1814. On May 13, 1852 the post office name was changed to Bloomery, which continues to this day, zip code 26817.

Cacapehon (Neals Run)

Established May 8, 1901, the name was changed to Neals Run on April 15, 1925. See Neals Run for more detail.

Cacaponville (Okonoko)

Established March 18, 1843, the name was changed to Okonoko on June 6, 1853. See Okonoko for more detail.



Figure 2 Capon Bridge postmark circa 1865

Capon Bridge (Cacapon Bridge, Glencoe)

Capon Bridge is located in eastern Hampshire County on the Northwestern Turnpike (U.S. Route 50), west of Winchester, Virginia. The records suggest the post office was originally established as Glencoe March 23, 1826 and continued operation until the name was changed to Capon Bridge July 13, 1841. For example, Maud Pugh in her book *Capon Valley, Its Pioneers and their Descendants 1698-1940* notes that Jesse Pugh, the first Glencoe postmaster, "lived south of Capon Bridge" and that William Odell, the third Glencoe postmaster, "lived at Capon Bridge"¹⁴; and both an 1863¹⁵ and 1865¹⁶ map of the County continue to show Glencoe, but not Capon Bridge, in the general area. The town of Capon Bridge was incorporated in 1902 and the Capon Bridge post office continues as a working post office today, zip code 26711.



Figure 1 Former Capon Bridge general store and post office from 1913 to 1967 (courtesy of David McMaster)

Capon Springs (Frye's Spring, Watson)

Capon Springs is located in the southeast corner of the County on Capon Springs Road (County Route 16). Originally known as Frye's Springs for Henry Frye who is credited with discovering the springs that appeared to have medicinal qualities around 1765. In October 1787 the General Assembly of the State of Virginia established the town of Watson, named for Joseph Watson who had been the spring's most recent owner. The Capon Springs post office was established June 18, 1841, but both an 1863¹⁵ and 1865¹⁶ map of the County con-

tinue to show the town as Watson. Capon Springs is still a working post office today, zip code 26823.

Cold Stream (Cold Stream Mills)
Cold Stream was located in eastern Hampshire County on Springfield Grade Road (County Route 15) between Slanesville and Capon Bridge. The post office was originally called Cold Stream Mills, established December 27, 1813 and discontinued from June 1819 until September 24, 1827 when it was re-established as the Cold Stream post office. The Cold Stream post office was discontinued for a short period from June 17 to December 4, 1856, and discontinued for good December 27, 1968 with the mail routed to Capon Bridge.

Cold Stream Mills (Cold Stream)
Established December 27, 1813 and discontinued in June 1819, this post office was re-established as Cold Stream. See Cold Stream for more detail.

Concord
Concord was located in the southeast part of the County along Elridge Road (County Route 23/2) northeast of Yellow Spring and southwest of Lehew. The post office was established March 8, 1876 and discontinued March 15, 1933 with the mail routed to Lehew.

Creekvale (Creek Vale)
Creekvale was located in the north-central part of the County along the Little Cacapon River southeast of Levels on Little Cacapon-Levels Road (County Route 3/3) south of the intersection with Edward Kidwell Road (County Route 2/2). Originally proposed as "Creek Vale" on a POD "site location" form the post office was established as Creekvale October 23, 1917 and was discontinued June 30, 1936 with the mail routed to Slanesville.

Critton
Critton was located in the northeast part of the County along Critton Run on Critton Owl Hollow Road (County Route 29/1) southwest of the intersection with State Route 29. The post office was established May 22, 1907 and discontinued May 31, 1908 with the mail routed to Paw Paw, Morgan County.

Davy (Rada)



Figure 3 Delray post office today (courtesy of David McMaster)

Established August 20, 1902, the name was changed to Rada on January 24, 1911. See Rada for more detail.

Delray (Smith's Gap)
Delray is located in the south-central part of the County in the North River Valley on Delray Road (State Route 29S) between Sedan and Rio. The post office was originally established as Smith's Gap February 17, 1848. A POD "relocation" form dated December 15, 1885 suggests the continuation of the use of the name Smith's Gap as well as changes to "Grover" or "Vilas," which were all rejected, and on May 13, 1886 the name was changed to Delray. The post office was discontinued December 8, 1897 with the mail forwarded to Sedan, then re-established May 8, 1901. It was discontinued again May 31, 1913 with the mail forwarded to Sedan. The post office was re-established January 18, 1917 and is still a working post office today, zip code 26714.

Dillon's Run (Luptons Mill, Dillons Run)
Dillons Run was located in eastern Hampshire County near the intersection of Dillon's Run Road (County Route 50/25) and Haines Road (County Route 50/37) along Dillons Run stream from which it takes its name. Originally known as Luptons Mill, the Dillons Run post office was established July 13, 1830 and discontinued December 31, 1938 with the mail routed to Capon Bridge.

Donaldson (Green Spring Valley)
Donaldson was located in the northwest corner of the County on Springfield - Green Spring Road (County Route 1) near the intersection with Donaldson School

Road (County Route 1/3) between Green Spring and Springfield. The post office was established June 15, 1877 with Kate Donaldson serving as the first postmaster, and was discontinued March 26, 1883 with the mail routed to Springfield.

Dunn's Store

Dunn's Store is not listed by Helbock¹ or Small², but is listed by both Axelson³ and Hall⁴. Axelson notes that the first postmaster was Thomas Dunn, Jr., and a search of the 1820 Hampshire County, Virginia census found a Thomas Dunn, Sr. listed as a head of household with two additional males and the 1830 census lists a Thomas Dunn, Jr. as a head of household¹⁷. The Postmaster Appointment Records lists the appointment of Thomas Dunn, Jr. on May 18, 1820 and the post office is listed in the 1822 Post Office Department List of Post Offices in the United States, located a distance of 100 miles west of Washington, DC and 178 miles northwest of Richmond. I have been unable to locate this post office more precisely, but it appears to have been in the eastern part of Hampshire County by comparison with the distances listed to other Hampshire County post offices, e.g., in the 1831 List of Post Offices Dillon's Run is listed a distance of 100 miles west of Washington, DC and 179 miles northwest of Richmond. The post office appears to have been established on May 18, 1820 and discontinued in 1821.

Extract

Extract was located in southwestern Hampshire County on the east side of the South Branch River on South Branch River Road (County Route 8), between Romney and Glebe. The post office was established November 2, 1900 and discontinued July 31, 1906 with the mail routed to Glebe.

Fordhill (Ford Hill)

Ford Hill was located in south-central Hampshire County along Tear Coat Creek on Ford Hill Road (County Route 7) near the intersection with Mack Road (County Route 7/5) south of Augusta. A POD "site location" form dated March 16, 1902 filed by the pro-

posed postmaster, Granville Park, notes that "the name Fordhill has become local by usage to this point but should it be rejected the name "Park is respectfully submitted. Fordhill much preferred"⁸. The post office was established as Fordhill April 2, 1903 and discontinued September 30, 1920 with the mail routed to Augusta.

Forks of Capon (Forks of Cacapon)

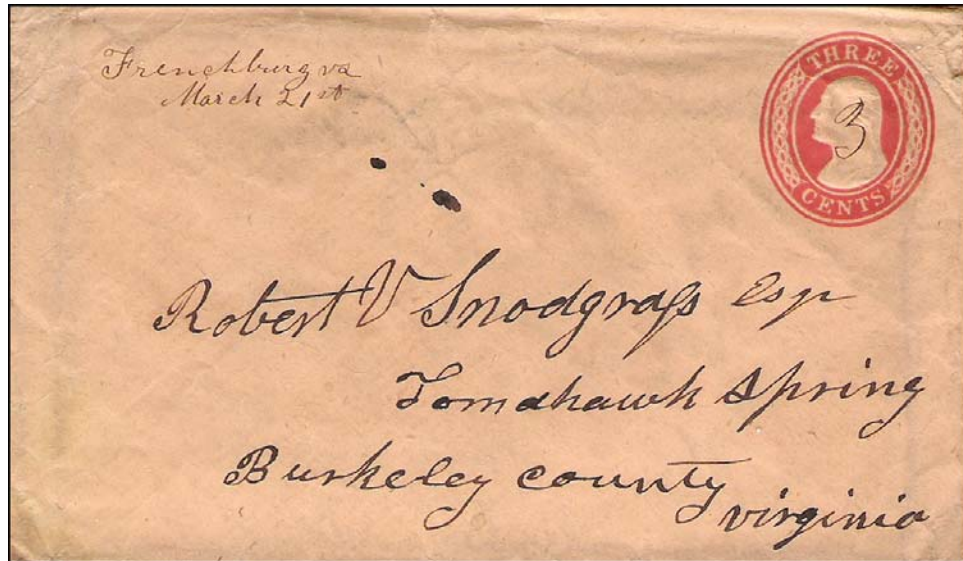


Figure 4 Frenchburg manuscript postmark circa 1858 (courtesy of Wayne Farley)

Forks of Cacapon, named for its location at the confluence of the North River and Cacapon River, was located in the northern part of the County near the intersection of State Route 29 and Owl Hollow Road (County Route 45/7). The post office was established December 6, 1869 and discontinued May 31, 1908 with the mail routed to Paw Paw, Morgan County.

Forks of Potomac (South Branch Depot, South Branch)

Established July 11, 1851, the name was changed to South Branch Depot December 20, 1865, and later to South Branch. See South Branch for more detail.

Frenchburg (Barrettsville, Augusta)

Established May 2, 1857 and discontinued March 10, 1860, this post office was re-established as Barrettsville and later became Augusta. See Augusta for more detail.

Glebe

Glebe is located southwest of Romney on the east side of the South Branch River on South Branch River Road (County Route 8), southeast of Sector, which lay on the west side of the South Branch River and



Figure 5 Green Spring Run postmark circa 1865

was at one time connected to Glebe by a bridge across the River. Sector was also known as Glebe Station because it served Glebe. The 1922 USGS Moorefield Quadrangle map shows "Glebe PO" approximately 2 miles southeast of "Glebe Sta. / Sector PO." The Glebe post office was established August 31, 1881 and discontinued December 31, 1936, with the mail routed to Moorefield.

Glencoe (Glenco, Capon Bridge)

Established March 23, 1826, the name was changed to Capon Bridge on July 13, 1841. See Capon Bridge for more detail.

Gloydsborough (Gloydsboro)

Gloydsborough is not listed by Small², and although it was supposed to have existed from 1814 to 1821, I found no reference to it in the 1817, 1819, or 1822 Lists of Post Offices in the United States. However, it is listed by Helbock¹, Axelson³ and Hall⁴; and I found the appointment of James Gloyd as the postmaster in the Record of Appointment of Postmasters, Oct. 1789-1832¹⁰. I also found a James Gloyd listed as living in Hampshire County in the 1810 census¹⁷. So while the records seem to confirm its existence, established March 14, 1814 and discontinued 1821, I have found no information on its location.

Good

Good was located in the northeast corner of the County on the Bloomery Pike (State Route 127) at I.L. Pugh Road (County Route 6/2) east of Bloomery and just south of the Virginia border. A POD "site location" form dated March 6, 1908 suggests the proposed post office name was "Laurel Hill", which was rejected⁸. The post office was established as Good April 20, 1908 and discontinued November 4, 1936 with the mail routed to Bloomery.

Green Spring (Green Spring Depot, Green Spring Run)

Green Spring is located in the northwest corner of the County on Springfield - Green Spring Road (State Route 1) near the confluence of the North and South Branches of the Potomac River north of Springfield. The post office was originally established as Green Spring Depot February 17, 1843. On June 6, 1849 the name was changed to Green Spring Run. Then on December 6, 1880 the name was changed again to Green Spring, which is still a working post office today, zip code 26722.

Green Spring Run (Green Spring Depot, Green Spring)

Established June 6, 1849, this post office was originally known as Green Spring Depot. The name was changed to Green Spring on December 6, 1880. See Green Spring for more detail.

Green Valley Depot (Green Spring Run, Green Spring)

Established February 17, 1843, the name was changed to Green Spring Run on June 6, 1849 and later to Green Spring. See Green Spring for more detail.

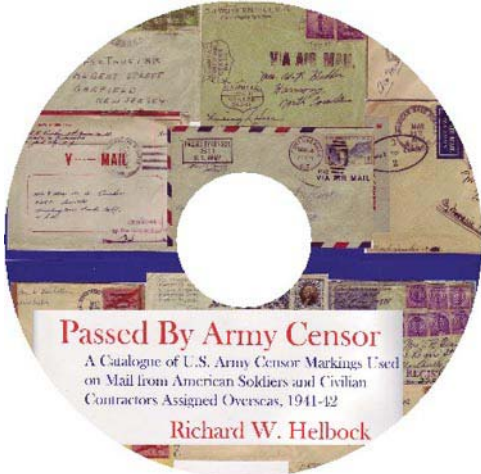
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2. Small, Richard E., 1998. *The Post Offices of West Virginia, 1792-1977*
3. Axelson, Edith F., 1991, *Virginia Postmasters and Post Offices, 1789-1832*, pp. 85-88, Iberian Publishing Company, Athens, Ga.
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5. Forte, Jim, Postal History website, <http://www.postalhistory.com/>
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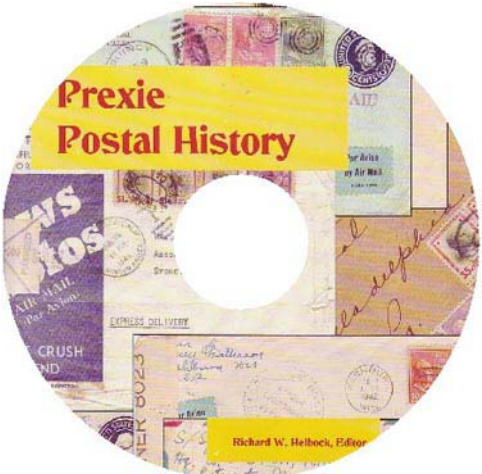


Figure 6 1843 Green Valley Depot fancy blue postmark with postmaster's free frank (courtesy of Wayne Farley)

8. National Archives Microfilm Publication M1126, Post Office Department Records of Site Locations, 1837-1950
9. Brannon, Selden W., ed., *Historic Hampshire*, McClain Printing Co., Parsons, WV, 1976
10. National Archives Microfilm Publication M841, Record of Appointment of Postmasters, 1832-Sept. 30, 1971
11. National Archives Microfilm Publication M1131, Record of Appointment of Postmasters, Oct. 1789-1832



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Philadelphia Rail Markings II - Trains

by Tom Clarke



Figure 13 The Camden & Amboy's first steam engine, the John Bull, which worked the rails for roughly 30 years after its 1833 inauguration. Here members of the Camden & Amboy Railroad Historical Group spruce up a working model; the original is in the Smithsonian.

When Matthias Baldwin, jeweler and silversmith, received an order from the newly formed Philadelphia, Germantown, and Norristown Railway for a full size locomotive to run on a short line to the northwestern suburbs of the city, Philadelphia's railroad dynasties began. The Baldwin Locomotive Works quickly gained world-renown as a Philadelphia icon.

Soon, BLW's first large scale customer moved in next door, the newly formed Philadelphia & Reading Rail Road, located just north of the old Philadelphia city boundary, at Broad (14th Street) and Spring Garden Street, in the township of Spring Garden. A generation before, this area was farm and garden lands for the city dwellers a mile or two distant, a welcome respite from the hustle and bustle of Philadelphia's crushing 80,000 people. Quickly, it became a beehive of early-day heavy industry.

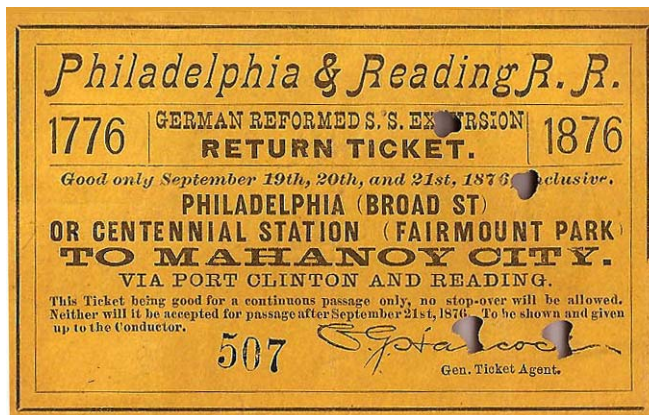


Figure 14 Train use can be trolley use writ larger. Just as there were trolley turn-of-the-20th century excursions to nearby fun events, train excursion packages (as they still do, to Atlantic City gambling, for instance) took individuals and groups further. Here is a German Reformed church group return ticket from the 1876 Centennial Festivities in Fairmount Park back to Mahanoy City via Reading and Port Clinton, about 110 miles — several hours to compose a letter maybe.

Philadelphia's Railroads

From the Philadelphia & Reading's beginning as a suburban commuter line to Germantown and Norristown PA in 1832, it expanded into the initial nucleus of America's industrial might via hard anthracite coal. The Philadelphia & Reading will haul unimaginable numbers of tons of coal to Philadelphia's markets and port. It flowed down in substantial rail cars across eastern Pennsylvania to the waiting factories and Delaware River wharves at Philadelphia.

Pennsylvania coal fired local and distant factories and by the 1850's will become the key ingredient in making carbon steel, an up and coming material whose future uses could not be dreamed of by mid-century Americans.

The second half of Philadelphia's (and New York City's) railway fame began running between Camden and Amboy NJ in 1833. Wooden cross ties and cattle catchers were the immediate innovations of the C & A's creator, John Stevens. Because its railroad terminals nudged the outskirts of the growing metropolises of Philadelphia and New York City, together, their economic energies, as joined

by the iron horse, will push the United States toward becoming a world industrial power.

People Carriers, Too

Whereas in other regions of the country railroads began as people movers, in Philadelphia this at first was more of a lucrative sideline. But passenger travel will take root too. Certainly, wherever railroads hauled people, the new concept quickly caught on. For a generation, "to take the cars"

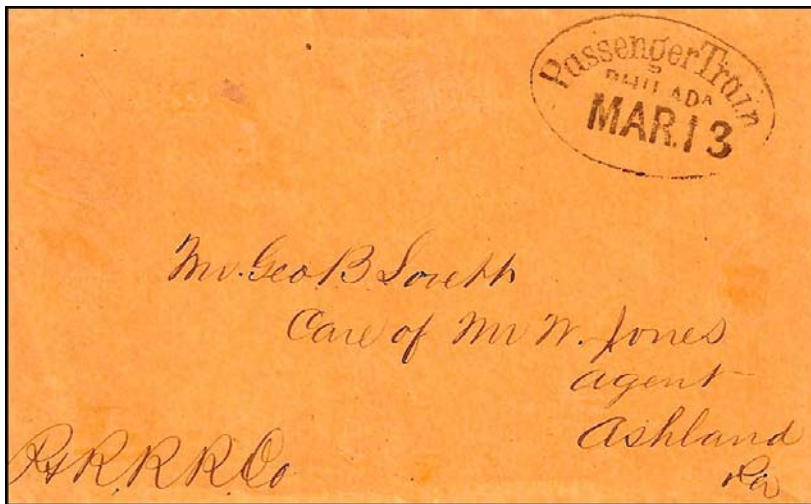


Figure 15 This classic Passenger Train marking was stamped by a Philadelphia & Reading ('P&RRCo') agent as an official train business frank, to Ashland PA, 112 miles northwest. It was possibly addressed during the 1860's-70's at the Reading's Broad & 20th St. Terminal in town, or at a agent's desk on the rails. Ex Gibson, 1958-\$46, \$342 today. Mr. Gibson overpaid.

meant to travel (relatively) rapidly, and its mention inspired admiration and awe for many years.

People's imaginations were stirred. They could visit or complete business deals in person, or both. They could carry, in person, or ship quickly, parcels from here to there across otherwise unnatural roadways that were much more direct than the original Indian trail routes that stage lines plod. For efficiency, rail lines were carved mostly 'as the crow flies'. Bulk goods and dozens of persons, formerly the work of horse wagon haulers and bumpy stage lines, now quickly, easily, and for the most part comfortably, road from point A to point B.

The sights: previously, they could only be looked upon as grand places in printed geographies and in recently-introduced, extremely popular, weekly magazines whose laboriously crafted engravings of people, places and events, though crude works of the engraver's art, whet prospective passengers' appetites to see for themselves these marvels.

Who Rode?

Before the 1860's Civil War, the carriage of goods (including mail) between towns was whisked along at 30 miles per hour. Travel was initially for citizens of leisure and important men of affairs and their families. Following the Civil War, the infant vacation industry began. With distance as an obstacle falling away, 1870's and 1880's Philadelphia's and the surrounding region's holiday makers were beckoned, at 40 to 50 miles per hour to stay at New Jersey shore point boarding houses and hotels, and ditto, the Delaware, Maryland, and Virginia seaside towns. General travel and family outings were fast becoming fea-

sible. Soon they would become standard fare for a broad slice of American families throughout the Delaware Valley, not only the business elite and well off.

Still, until the 'teens and 1920s, America was severely divided on economic lines. There were the poorly paid workers and there were those who paid them. Upward mobility was largely unknown. For the masses, especially of the many European immigrants, their first train ride from Ellis Island to the crush of row-homes in the cramped and seedier neighborhoods of Phila-

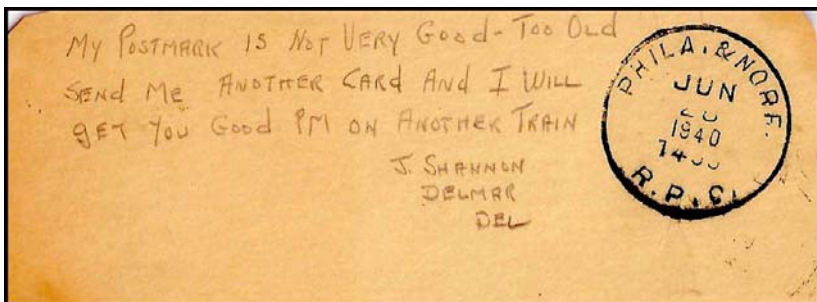


Figure 16 Philadelphia & Norfolk VA was a very popular RR for seaside vacationers, given the number of markings seen. Here, a CA collector sent a penny postal in 1940 requesting an example, but the apologetic RPO agent was ashamed of the **PHILA & NORF.** dial. He offers a better one next time from a different train. Hats off RPO agent J. Shannon of Delmar DE. (448j)

delphia might be their only trip, unless they could eventually save a little discretionary income late in life to splurge.

Those regularly riding the rails were of the upper fourth of society, though there were Second Class cars for the day's meager middle class of skilled workers, store keeps, and educated professional men and women. First Class travelers were generally 'blue bloods' from

families both *nouveau riche* and those of inherited wealth. All this prior to cars and airplanes of World War I times.

These were the mailers who rode the trains who licked the envelopes that caught the markings of the railway agents on board. Only in the aftermath of World II would the mass of citizens be set free by a booming, well paying economy, these formerly lower class factory workers of the new emerging, democratic American society. In the 1950s and '60s we will have become as middle class as America would ever be. It's the America TV's *Father Knows Best*, *Molly Goldberg*, and even *Amos n Andy* were attempting to portray. Unfortunately for collectors, most RPO activity had already gone the way of buggy whips.

RPO Markings and Dates

The Mobile Post Office Society's catalogs follow a strictly alphabetic arrangement by inscription name. How else to handle a nationwide catalog, but this loses the sense of historic growth and modification through rail line succession and intertwining relationships. Ownership came and went and combined with others (either ethically or unscrupulously). A 'table of contents' is necessary to comprehend and make sense of the progression of individual RPO markings. For the Philadelphia series, RPO markings are listed by rail line names, then chronologically by marking (in most cases).

The frustration with MPOS publications and other early compilations is the 1940s-70s practice of dating cancel by the stamp's issue date and not the true years of use. For collectors in the early 1950s, stamps were the universal collector orientation. In the *Transit Marking*

Catalog, for instance, "1851-1861" indicates a marking that is known bearing stamps of the three series years 1851, 57 and 1861. It's #65 stamp may have been canceled in 1866, in fact, so history is the worse for it.

Robson Lowe and others were at that time attempted to delve deeper into the subject, and they developed and named this view of postal life 'postal history'. Soon, publications like the *American Stampless Cover Catalog*, also determined to quote the actual year ranges for markings though at times, due to scarcity of material, they had to fall back on the imprecise method of indicating the stamp series.

Broadly bracketed date ranges are at best misleading, and are virtually useless as historical information. During the past twenty-five years many collectors, dealers and publications have begun to lend attention to the earliest and latest dates of a marking's usage just as they have the earliest recorded usage of postage stamps themselves.

The Catalog

The Philadelphia's RPO markings field is broad. The largest lines have an over-abundance of types and varieties, whereas small lines may have only used a single type. In both cases, examples are not common—not necessarily rare, just overlooked or under-appreciated. As a result, lack of material prevents a better view of years of use. Common types may still have a single year as evidence of its use. Rare types may have several years recorded by virtue of the fact that they *are* rare, appreciated, and have been held onto.

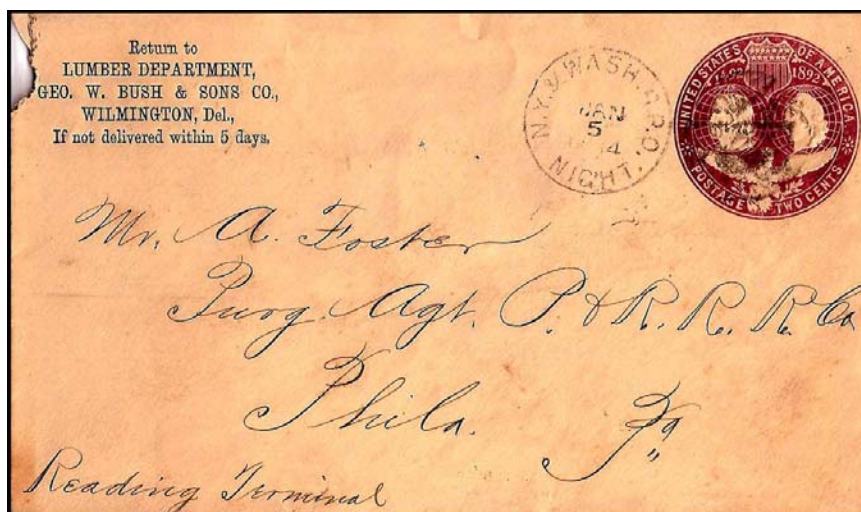


Figure 17 Mr. A. Foster was the purchasing agent of the Philadelphia & Reading RR in 1894, and had this sent to him over night (N.Y. & WASH. R.P.O. / NIGHT) from George W. Bush & Sons (!), possibly well-to-do businessmen of Wilmington. Note that Mr. Foster was to be found at the "Reading Terminal", just recently opened. The earliest back stamp was placed at 5:30 AM and a second at 8 AM, just in time to read mail with coffee. (435ff)

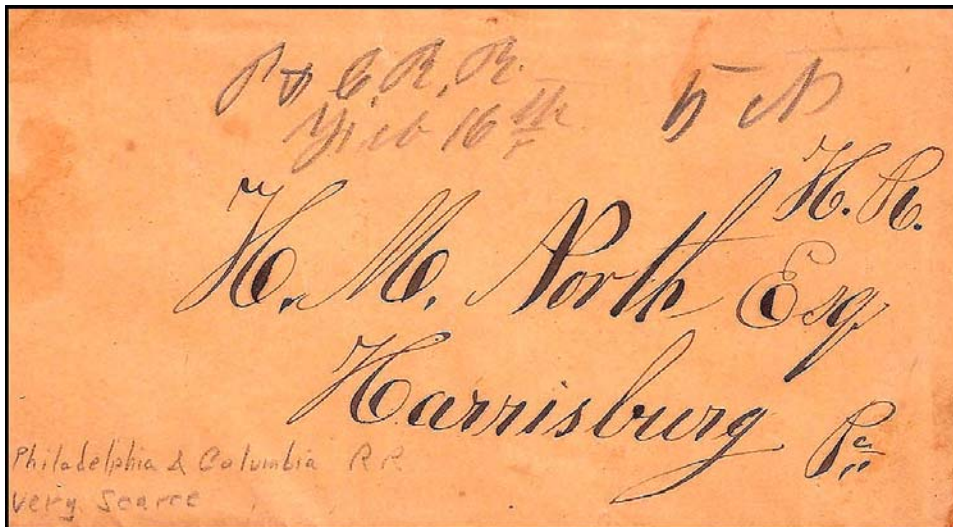


Figure 18 The Philadelphia and Columbia carried mail to the state capital at Harrisburg. This ms **P & C RR / Feb 16th**, to a House of Representatives member named HM North, is not listed in Towle, but is similar to another pencil ms: **Phil + Col RR / date**, given as 1852. A former owner/dealer years ago noted it as 'very scarce', but it failed to make the MPOS catalog. (455a*)

Year slots that remain blank need to be filled and may be proof of how scattered RPO cover still are in the collector fraternity. Many are simply unrecognized as useful covers.

Its organization is a reasonable chronology insofar as minimal evidence allows. Intelligent guesstimates abound. Most date entries are far from precise. Such a list can give a track to run on for prospective specialists who have a hankering to get their toes wet. Single year dates probably refer to the old stamp series, but might refer to a cover where the exact date only can be revealed as the year. Again, either case does not imply rarity, merely lack of information and sufficient examples to consider.

Collectors are urged to compare their holdings and report specific dates of use from letter contents, docking comments, and from early year dated cancels.

For Philadelphia's rail road markings, please eMail 'series replacement' dates (giving where possible, the full day-month-year) to ocl-tom@ix.netcom.com.

This is a "dial list" and makes no provision for the killer varieties that accompany. Since most illustrations accumulated from tracings by many hands, they are subject to unintended error.

Permissions to use illustrations and data have been gratefully received from the MPOS and/or Bob Stets and others over the years, without which there could have been no useful illustrated Philadelphia 'rail line' markings catalog. Illustration numbers were arbitrarily assigned once the basic rail line arrangement was made. The parenthetical MPOS codes (x-x-x) are from publications dated 1986 or before.

As with MPOS catalogs, a parenthetical value scale 1-10, abundant to possibly unique, is included. It was developed a generation ago and, as with any field of

Figure 19 A nice **PHILA & POTTSVILLE / R.R.** hand stamp of Feb 18, 1853, headed for New York City. The reverse calls it 'rare', and adds 'P 8 D / 7/9/1937'. If that's 'paid 8 dollars in 1937', it equates to \$119.95 today. The list does give it a '6' rarity. (467c)



collecting, may not be fully accurate today. In the nature of such things, each estimate may be the opinion of a single individual or the reasoned view of an experienced panel. In the meantime, new finds increase their numbers simply as wider knowledge and appreciation of them spreads, which may make some of these scarcity determinations moot.

A List of Philadelphia Railroad Markings

The list that follows is an ongoing revision of the Railroad section of *A Catalog of Philadelphia Postmarks*. It will improve as corrections are offered and new data (and accompanying scanned eMail attachments) is submitted.

There are several useful preparatory charts that will orient the reader to the lengthy listing. The "Philadelphia's Twenty-Six Railway Mail Lines" is a table of contents that shows the groups of rail lines and their subsidiary lines, plus the independent lines that carried mail to and from Philadelphia, and it cross-references the catalog number under which the cancels can be found.

A "Philadelphia-related RPO Index by Railroad Name" and "Philadelphia-related RPO Index by Terminus Name" concordance highlights the named railways found on postmark dials and permits a quick way to cut through the baffling clutter of rail names, controlling rail line names, terminus town names, etc. in the catalog portion. The fun has been to make something so confusing, logical and easy to access.

There was another index that runs 336 lines long, which, a merciful heaven has determined, will not appear here for lack of space. It lists alphabetically every Philadel-

phia RPO top / bottom inscription, and varieties, each indexed to their appropriate catalog number, MPOS cancel code, and rarity factor. It's the whole catalog section by friendly a-b-c.

References

Camden & Amboy RR

<http://jcrhs.org/camden&amboy.html>

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Kay, John, *Directory of Railway Post Offices 1864 to 1977*; MPOS, 1985.

Kay, John and Stets, Robert, *Illustrated Catalog of Philadelphia Railroad and Maritime Markings, 1792-1882*. SEPAD, 1984.

MPOS - <http://www.eskimo.com/~rkunz/mposhome.html>
railroad history -

<http://www.rrmuseumpa.org/education/historytimeline5.shtml>

Towle, Charles, *United States Route and Station Agent Postmarks*. MPOS, 1986.

Towle, Charles and Meyer, Henry, *United States Transit Marking Catalog*. MPOS, Vols I-IV., 1995 (Revised in 2002,4,6)

(N.B. The cancel shown in *figure 12* of "Philadelphia Rail Markings Part I-Trolleys", in the last *La Posta*, was noted as the earliest known experimental H & P trolley cover known, August 30, 1895. At the time it was, but then in late December 2009, an exhibit grade trolley cover with letter, dated August 14, 1895, sold on eBay for \$240. Great material is just around the corner.)

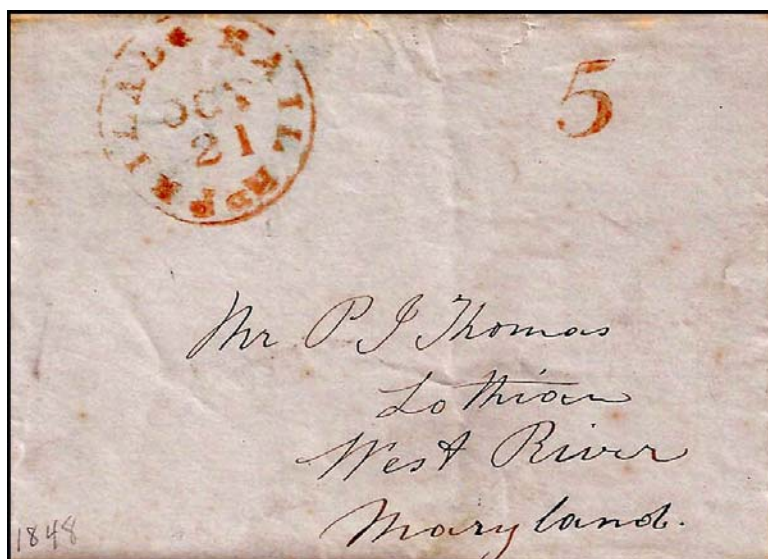


Figure 20 A double letter written back home to both grandfather and sister in West River MD, in 1849. it was sent, no doubt for speed (railroads= 'straight as an arrow'), via the Philadelphia-Wilmington-Baltimore rail line, popularly called the 'PHILAD'A RAIL R^D'. She hopes that the child named Cinderella (!) is improving and is a good girl. (470o)

Philadelphia's Twenty-Six Railway Mail Lines

<u>Parent Rail Line</u>		<u>Parent Rail Line</u>	
<u>Subsidiary Lines</u>		<u>Subsidiary Lines</u>	
<u>'Independent' Lines</u>		<u>'Independent' Lines</u>	
A.	410 Allentown & Philadelphia	444	Philadelphia & Crisfield MD
B.	Belvidere [NJ] / East Stroudsburg & Philadelphia	445	Philadelphia & Delmar DE
	411 Belvidere & Philadelphia	446	Philadelphia & Dover
	412 East Stroudsburg & Philadelphia	447	Philadelphia & Cape Charles
C.	Bethlehem & Philadelphia	448	Philadelphia & Norfolk
	413 North Pennsylvania RR	Q.	Philadelphia & Cape May / Millville
	414 Bethlehem & Philadelphia	449	Philadelphia & Cape May
D.	415 Binghamton NY & Philadelphia	450	Philadelphia & Millville
E.	Bound Brook / West Trenton & Philadelphia	R.	Philadelphia ... Cedar Brook, Atlantic City, Cape May (see also Philadelphia & Atlantic City)
	416 Bound Brook & Philadelphia	451	Philadelphia, Cedar Brook [NJ] & Atlantic City (NJ)
	417 West Trenton & Philadelphia	452	Philadelphia & Ocean City
F.	419 Centennial	453	Philadelphia & Winslow Junction
G.	Hightstown / Tuckerton & Philadelphia	454	Philadelphia & Cape May
	420 Hightstown & Philadelphia (via Camden)	S.	[New York], Philadelphia, (Harrisburg) & Pittsburgh
	421 Point Pleasant & Philadelphia	455	Philadelphia & Columbia
	422 Toms River & Philadelphia	456	Philadelphia & Pittsburgh
	423 Tuckerton & Philadelphia	457	Pennsylvania Central RR
H.	424 New Hope & Philadelphia	458	Philadelphia & Altoona
I.	425 Newtown & Philadelphia	459	New York & Pittsburgh
J.	New York, Philadelphia & Baltimore, & Washington	T.	Philadelphia & Harrisburg / Paoli
	426 New York, Baltimore & Washington	460	Philadelphia & Harrisburg
	427 Philadelphia, Upland & Baltimore	461	Philadelphia & Paoli
	428 Philadelphia, Aiken & Baltimore	U.	Philadelphia & [West Chester] / Port Deposit MD
K.	New York, South Amboy & Philadelphia	462	Philadelphia & Baltimore Central RR
	430 New York & Philadelphia	463	Philadelphia & West Chester
	431 South Amboy & Philadelphia	464	Philadelphia & Port Deposit
	432 New York, South Amboy & Philadelphia	465	Philadelphia & Perryville
	433 New York, Jamesburg [NJ] & Philadelphia	466	Philadelphia & West Chester
	434 New York, Trenton & Philadelphia	V.	467 Philadelphia & [Reading] Pottsville
L.	New York & "Washington RR"	W.	468 Philadelphia & Salem [NJ]
	435 New York & Washington	X.	469 Philadelphia & Wildwood
M.	436 New York, Whitings [NJ] & Philadelphia	Y.	470 Phila, Wilmington & "Baltimore RR"
N.	Philadelphia & Atlantic City	Z.	Williamsport / Shamokin & Philadelphia
	437 Company A	471	Williamsport & Philadelphia
	438 Company B	472	Shamokin & Philadelphia
	439 Company C	AA.	Terminal and Transfer Offices
O.	Philadelphia & Bridgeton / Port Norris	480	Broad Street Terminal RPO Clerk
	440 [Philadelphia - Bridgeton]	481	Pennsylvania Station Local Agent, etc
	441 Philadelphia & Port Norris	482	Market Street Wharf
	442 Philadelphia & Bridgeton	483	Reading Terminal (Market) PO Clerk
P.	Philadelphia & Cape Charles DE / Norfolk VA	484	Cuneo Press
	443 Philadelphia & Wyoming DE		

Philadelphia-related RPO Index by Railroad Name

As mentioned, there are 26 rail lines considered for Philadelphia, made up of a variety of named railroads, depending on railroad consolidations, buyouts, and name changes over the years.

The following index uses an arbitrary catalog numbering system in the 400's. The 26 lines are listed alphabetically but here the individual, popular railroad names within those rail lines are listed. To arrive at the catalog numbering, all named lines were broken into rail line groups, separately numbered (usually alphabetically), then rearranges for this list.

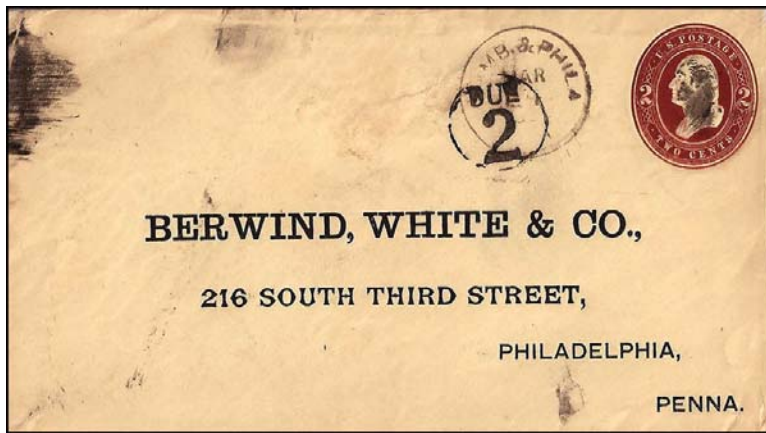
Some differently named railroads might have run on the same set of tracks, but then expanded or contracted, and in doing so gained a new terminus, and thus a new name (and hand cancel). Entries may have carried the same passengers to and from the same places, but under different rail names, depending upon recent change of ownership, etc.

410	Allentown & Ph	458	Ph & Altoona, Pa	469	Ph & Wildwood NJ
470	Baltimore RR	437	Ph & Atlantic City, NJ, I	470	Ph & Wilmington De
411	Belvidere NJ & Ph	438	Ph & Atlantic City, NJ, II	453	Ph & Winslow Jct NJ
414	Bethlehem & Ph	439	Ph & Atlantic City, NJ, III	443	Ph & Wyoming
415	Binghampton NY & Ph	462	Ph & Balt Centl	428	Ph, Aiken & Balt
416	Bound Brook NJ & Ph	442	Ph & Bridgeton NJ	451	Ph, Cedar Brook & Atl City
418	Buffalo, NY & Ph	454	Ph & C May NJ (via C Brk)	427	Ph, Upland & Balt
430	Camden & Amboy"	447	Ph & Cape Charles Va	470	Phila & Baltimore RR"
419	Centennial RPO	449	Ph & Cape May NJ	430	Phila & New York RR"
412	East Stroudsburg & Ph	455	Ph & Columbia	430	Philada Railroad" (also PW&B)
420	Hightstown & Ph (via Cam)	444	Ph & Crisfield Md	470	Philada RR" (also NY & Ph)
424	New Hope & Ph	445	Ph & Delmar De	421	Point Pleasant & Ph
430	New Jersey RR	446	Ph & Dover De	467	Pottsville & Ph
425	Newtown & Ph	460	Ph & Harrisburg	467	Pottsville & Reading
413	North Penn RR	450	Ph & Millville NJ	467	Reading"
429	NY & Harrisburg	448	Ph & Norfolk	472	Shamokin & Ph
459	NY & Ph	452	Ph & Ocean City	431	South Amboy & Ph
430	NY & Phila RR"	461	Ph & Paoli	422	Toms River & Ph
459	NY & Pitts (E. Div)	465	Ph & Perryville Md	423	Tuckerton NJ & Ph
435	NY & Wash	456	Ph & Pitts RR	435	Wash & NY
426	NY, Balt & Wash	464	Ph & Port Deposit Md	435	Wash & Phila RR"
433	NY Jamesburg & Ph	441	Ph & Port Norris NJ	435	Washington RR"
432	NY So Amboy & Ph	467	Ph & Pottsville"	440	West Jersey RR
434	NY Trenton & Ph	467	Ph & Reading"	417	West Trenton & Ph
436	NY Whitings & Ph	468	Ph & Salem NJ	471	Williamsport & Ph
457	Penn Central RR	463	Ph & West Chester	470	Wilmington RR"

Philadelphia-related RPO Index by Terminus Name

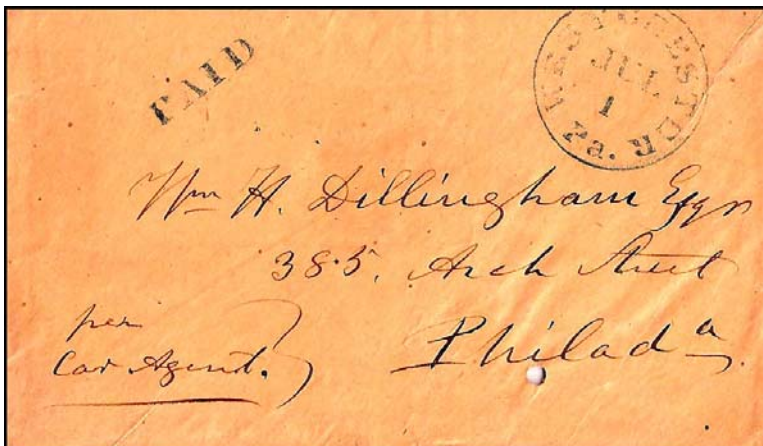
This index shows the terminus town found in markings, again having been previously divided into parent rail, line ownership groups, which are the arbitrary catalog numbers accompanying. New York alone has been excluded since such train lines would be through trains to other destination, though still serving Philadelphia passengers and freight companies.

428	Aiken	451	Cedar Brook	461	Paoli	422	Toms River
410	Allentown	419	Centennial	457	Penn Central RR	434	Trenton
458	Altoona	455	Columbia	465	Perryville	423	Tuckerton
430	Amboy	444	Crisfield	430	Philadelphia	427	Upland
437	Atlantic City	445	Delmar	459	Philadelphia	426	Washington
438	Atlantic City	446	Dover	456	Pittsburgh	435	Washington
439	Atlantic City	412	East Stroudsburg	459	Pittsburgh -E Div.	435	Washington
426	Baltimore	429	Harrisburg	421	Point Pleasant	435	Washington
462	Baltimore	460	Harrisburg	464	Port Deposit	435	Washington
470	Baltimore	420	Hightstown	441	Port Norris	463	West Chester
411	Belvidere	433	Jamesburg	467	Pottsville	440	West Jersey
414	Bethlehem	450	Millville	467	Pottsville	417	West Trenton
415	Binghampton	424	New Hope	467	Pottsville	436	Whitings
416	Bound Brook	430	New Jersey	467	Reading	469	Wildwood
442	Bridgeton	430	New York	467	Reading	471	Williamsport
418	Buffalo	435	New York	467	Reading	470	Wilmington
430	Camden	425	Newtown	468	Salem	470	Wilmington
447	Cape Charles	448	Norfolk	472	Shamokin	453	Winslow Junction
454	Cape May	413	North Penn	432	So Amboy	443	Wyoming
449	Cape May	452	Ocean City	431	South Amboy		



A faulty marking (as so many early RPOs are): **SO.AMB & PHILA. / RPO**, the historic NY-South Amboy-Philadelphia Line. It is fortunately back stamped 1887. The ink mess at the right suggests the rails were not as bump-free as desired.

An 1849 pale green-gray **BALTIMORE / RAIL ROAD**, of the Philadelphia-Wilmington-Baltimore rail line. It seems reasonable the dial name varied on the same route and indicated the terminal where the mail began its journey. (470g)

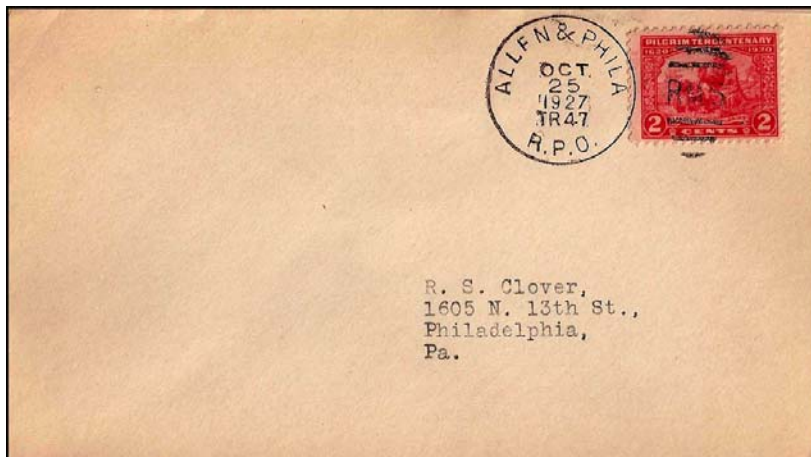


This early 1840's? blue **WEST CHESTER** to Philadelphia cover also bears the inscription 'per / car agent.' Should we assume that means railroad agent on 'the cars'? Perhaps the writer was giving his best guess instructions to the post office clerk as how to handle his important letter.

A very poor, undated, but interesting early marking from the **PHIL & C.M. / AGT.** on a 3c banknote, tells us that the Cape May NJ agent was a bit sleepy when he let this unsealed letter pass through. It transited Philadelphia, where it was marked as deficient (1446a), and sent on its way back into New Jersey to Trenton. To this day the envelope's gum remains undisturbed. (449a)



Outgoing mail from Philadelphia to New England, quickly addressed to the famously named family of Samuel Slater & Sons by rail. His namesake ancestor smuggled English plans for America's first factory design in the 1790's. The straightforward blue dial **NEW YORK & PHIL^A R.R.** and circle-5 rate stamp are dated at Aug 18, 1847. (430c)



Allentown is 60 miles from Philadelphia and the **ALLEN & PHILA / R.P.O.** stamped letter took a route of the Northeast PA Turnpike Extension today. This is a fine non-philatelic use cover listed as #410b.

A pair of Harrisburg-bound letters, probably carried by the Philadelphia & Pittsburgh RR. Similar severely poor strikes have been seen uncommonly often to wonder; why? There is no lettering visible only two projecting number slugs on these covers dated August 1872 and April 1866. (456a?)



Chaplains in the Philippines: Blockade Mail

By Michael Dattolico

In the November 2004 La Posta issue, Richard Helbock presented a capsulation of the Philippines military campaign from the Japanese attack on December 8, 1941 to the American surrender in May, 1942. His article, "Mail Before the Fall," was a summary of events that accompanied an annotated census of mail that passed through the Japanese air/sea blockade. Assisted by Kurt Stauffer, Helbock featured 23 covers with relevant facts about each one. In his Publisher's Page section, Richard called it the most "emotionally compelling" article he'd ever written. After reading it, I wholeheartedly agreed.

Esteemed postal historian Robert D. Rawlins' comprehensive article, "Mail Before the Fall - Part II" appeared in the September 2005 issue. Rawlins featured an additional 27 blockade covers and a greatly expanded base of knowledge about how each cover left the Philippines. Of particular value was his knowledge about the submarines that carried mail, their schedules of arrival and departure, other modes of transportation and a composite of information about each cover.

Both authors emphasized the difficulty in recognizing Philippines mail from that period which partly explains why so few covers have been found. Much of the mail lacks postal markings and dates which would aid identification. Unattractive appearances and otherwise poor condition have caused collectors to inadvertently discard them. One wonders how many blockade covers have been relegated to junk boxes over the years, or worse. Ironically, Americans at home who received the mail in early 1942 had nearly as much trouble recognizing it as today's postal historians (*figure 1*).

Some blockade letters show APO numbers that differ from those used at southwest Pacific army post offices after the Philippines' fall. This has compounded the problem of identification. An APO plan for the Philippines existed, but there is a paucity of knowledge about the short-lived system. The absence of data about the earlier army mail plan is exacerbated by the few records from the Philippines campaign itself. Available documents contain little, if anything, about the military mail system that was never fully implemented.

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Figure 1 Newspaper account of a letter received from the Philippines with very little identifiable information. Published in the Columbus Dispatch newspaper in April, 1942.

A newly identified blockade cover shown as *figure 2* is presented here for study. The envelope was part of a business correspondence purchased by a prominent dealer during the '90s. Predictably, it was not identified because of the "unlisted" APO number and the absence of postal markings. A few knowledgeable postal historians examined it and declared it to be a forgery, or simply an oddity that defied explanation. The cover was tossed into a box where it laid until last fall. Fortunately, the astute dealer took a different investigative approach, and a proper identification was made. The envelope was mailed in February, 1942 and was car-

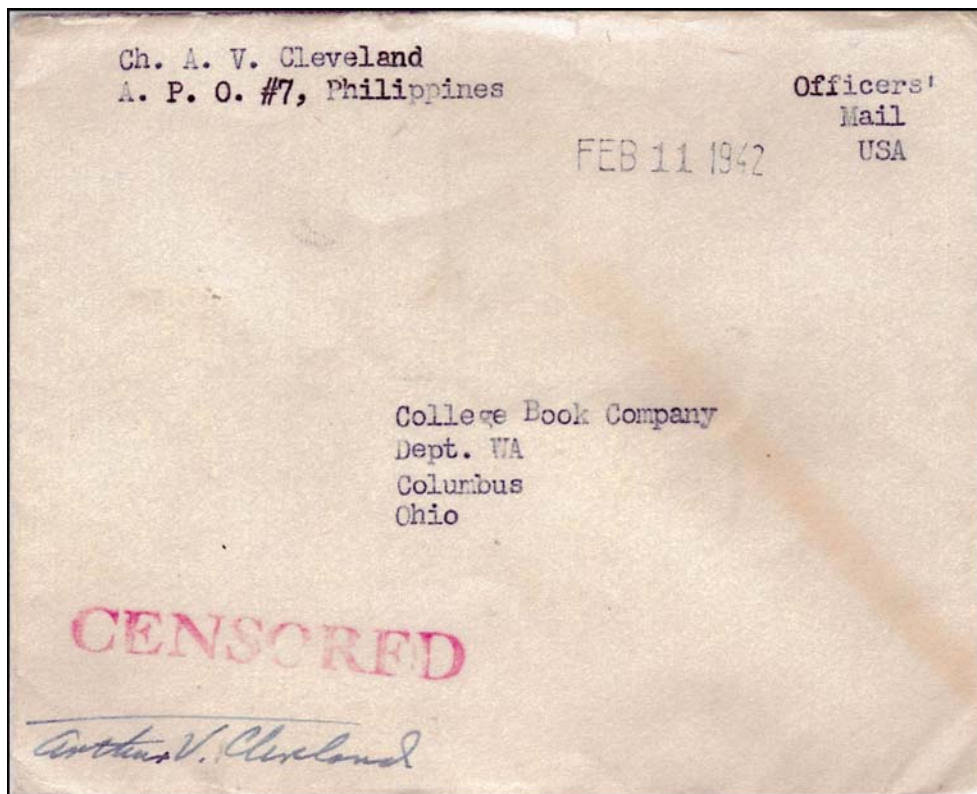


Figure 2 This cover is one of the few verified examples of mail from APO #7, Corregidor. Sent by Chaplain Arthur Cleveland, it was carried by submarine in late February, 1942.

ried by the U.S.S. *Swordfish* when it departed Corregidor on February 24th. A retail book store near Ohio State University in Columbus, Ohio was the addressee. What solved the puzzle was learning who sent the cover. It was an army chaplain who perished aboard one of Japan's notorious "hell ships."

A scarcely researched subject is the Philippines chaplains' assistance with mail during the first six months of the war. There were 41 chaplains in the Philippines when the war began. Of that number, 36 were taken prisoner, and 20 were killed or died during captivity. The cover's sender, Chaplain Arthur Cleveland, was typical of those serving in the Islands in 1941.

Chaplain Arthur Cleveland

Arthur Vern Cleveland was born in North Dakota on December 11, 1902. As a young man, he wanted to serve others either as a teacher or minister. Vexed by indecision, he moved from college to college, changing his field of study until he realized his true vocation. Cleveland graduated from Drake University in 1926 with a degree in Theology and began his career as a minister in the Christian Church, Disciples of Christ. Cleveland also married in 1926; in 1928 his wife gave birth to their only child, Wayne.

By 1938, Cleveland was a regional chaplain in the Civilian Conservation Corps (CCC). There he could indulge his two passions – serving as a minister and working with young people. In January 1940, Reverend Cleveland became pastor of the Memorial Boulevard Christian Church in St. Louis. Parishioners described him as "a fine person with young people who had a great following at the church."

For reasons that remain unclear, Cleveland applied for an army chaplain's commission in early 1941. After a short stint at Fort Leavenworth, he was ordered to the Philippines. Cleveland served

as chaplain to the 59th Coast Artillery Regiment at Fort Mills from September, 1941 until Corregidor's surrender. He spent the next 2 ½ years as a Japanese prisoner. (figure 3).



Figure 3 Photo of Chaplain Arthur Vern Cleveland taken in 1941 before departing for the Philippines. (August 29, 1942 St. Louis Dispatch-Post.)



Figure 4 Barracks inside Bilibid Prison, Manila. Corregidor captives were first imprisoned there by the Japanese. (The Bataan Banner)

Cleveland was first held at Bilibid prison in Manila. Near exhaustion, his vision failing, he nearly died from diphtheria. The disease caused paralysis, and for a time he was unable to speak. Even after Cleveland recovered, he was permanently lame. It was in this condition that he was transferred to Cabanatuan in 1943. In late 1944, Cleveland was sent back to Bilibid for transfer to Japan (*figure 4*).

On December 14, 1944, Chaplain Cleveland and other prisoners boarded the *Oryoko Maru* bound for Japan. On the 15th the ship was attacked at Subic Bay by U.S. Navy planes. Cleveland was in the bow section where a 500-pound bomb struck the ship. Somehow he survived the explosion.

There are two versions of Cleveland's death. One is that being lame and partially paralyzed, he was placed on a raft by other escaping prisoners. As it floated towards the open sea, a Japanese machine gunner opened fire, killing everyone. The other version was recounted by a Chaplain Robert Taylor who was there. Taylor reported that Cleveland could not swim and was kept afloat within a group of prisoners. Japanese soldiers fired into the group, and Arthur Cleveland was killed.

Chaplains and Mail – Personal Experiences before the Attack

By experiencing the loneliness and isolation of overseas duty themselves, chaplains recognized the value of mail in a person's life. In their own correspondence, they expressed a dire need for letters in the last days of peace. Father Joseph LaFleur, a young chaplain assigned to the 19th Bomb Group at Clark Air Base, wrote to his sister on November 6, 1941:

...I am trying to write this letter in time for the next clipper, which is scheduled to leave tomorrow morning. The men find the time long out here far away from home...

LaFleur wrote to his sister in Louisiana again on November 19th. In a poignant letter he talked about his personal need for mail.

...I need letters! Wish you could see the fellows around here when we know that another clipper has come from the states. Wish you could see the fellows here looking for their mail. To see the life in those who received mail and the disappointment on the faces of those who get none! Letters mean a lot way out here far from home.... (*figure 5*).

Chaplain John Wilson was a Catholic priest at Fort Stotsenberg who wrote about his need for mail before the attack.

...May I remind you that by boat the mail will take thirty to forty days from the time of sending to receiving. But the flights of clipper planes will cover the distance in four or five days....

A depressed chaplain who had received no mail vented his frustration in a December 2, 1941 letter to Indiana:

...My friend, I now know what Fitzgerald felt when he wrote about the dark night of the soul always being 3 o'clock in the morning. Can't you send me just one letter, even if it's to cluck about my buffoonery?



MAJOR HUGH FRANCIS KENNEDY



Figure 5 Photo of Army Chaplain Joseph V. La Fleur of Louisiana taken in 1941. Assigned to the 19th Bombardment Group at Clark Air Base, he served the unit's ground personnel on Bataan. Before his death in 1942, LaFleur defiantly wrote a letter to his mother on the back of a milk-can label hidden by fellow prisoner Chaplain Hugh Kennedy, it was given to LaFleur's mother in 1945.

The Chaplains' Actions after the Attack

After the initial Japanese attacks, the Philippine Islands were in chaos. Installations were destroyed, communications were disrupted, and unit cohesion was fragmented. Throughout December, however, American and Filipino troops managed to regroup and move to the Bataan Peninsula.

Chaplains were devoted to their men and accompanied them to Bataan. Those who had served at Sternberg Hospital in Manila and other medical facilities comforted patients at the two general hospitals on Bataan. Chaplains assigned to combat units at the front lived with their men—in foxholes and the surrounding jungle—while striving to meet the soldiers' spiritual and emotional needs. Even in the midst of desperate fight-

ing, chaplains regarded their men's postal needs as paramount and rendered assistance any way they could.

Chaplain Frederick "Ted" Howden was an example. He was assigned to the 200th Coast Artillery Regiment (AA), a New Mexico National Guard outfit based at Clark Air Base. After the unit moved to Bataan, Howden wrote letters on his typewriter for men unable to write and avidly encouraged those who could. He and Chaplain Albert Braun worked together to get the men's mail to Corregidor for transport by submarine.

Chaplain Leslie Zimmerman stayed with the air corps contingent from Nichols Field that fought as infantry on Bataan. Every morning, regardless of danger, he "walked the line" to chat with the men. Like Howden, Zimmerman collected their mail and forwarded it to Corregidor. Zimmerman managed to find paper for his soldiers. But when envelopes became scarce, he managed a mailing system whereby his men sent their letters *without* envelopes. I have never seen an example of such mail.

Chaplains on Bataan found themselves in a unique situation. Compared to other non-combat support personnel, they were not only able but encouraged to move freely among units. To assist them, vehicles were provided. Chaplain "Preston" Taylor, for example, was given a truck and driver by the commander of the 31st Infantry. After his truck was strafed and destroyed, the commander gave Taylor his personal jeep and another driver.

Use of trucks, jeeps and motorcycles allowed the chaplains to form a mail collection network throughout the peninsula. Father John Duffy, formerly chief chaplain of the North Luzon Force, spearheaded this effort. By moving along Bataan's eastern coastal road, chaplains were able to collect mail from most units, especially from the hospitals.

Chaplain Arthur Cleveland diligently used APO #7 for his soldiers' benefit. He extolled the most minor accomplishments of his men and wrote letters to the families of newly promoted soldiers (*figure 6*). Another Corregidor chaplain, John K. Borneman of the 60th Coast Artillery (AA), was officially commended for getting messages and letters to his men's families. Borneman was one of six chaplains who served on Corregidor.

— BUY DEFENSE BONDS —

Initiative, Proficiency Win Soldier Promotion

Cited for his initiative and the proficiency with which he carried out his duties, a Columbus soldier serving at Fort Mills, Philippine islands, has been promoted from private to the rank of private first class, it was disclosed by Capt. Arthur V. Cleveland, chaplain at the post.

The soldier is Lawrence Bowman of the coast artillery, son of Mr. and Mrs. John Bowman, 852 North Pearl street. Captain Cleveland's release, mailed Jan. 31, said "the initiative he has shown, and the proficiency with which he has carried out his duties are responsible for this promotion."

— BUY DEFENSE BONDS —

Figure 6 Newspaper clipping regarding letter mailed to parents of soldier recently promoted. The letter was written by Chaplain Arthur Cleveland and mailed January 31, 1942 from Corregidor. The soldier's parents received it in April, '42 (Columbus Evening Dispatch)

Methodist Chaplain Perry O. Wilcox wrote letters for dying soldiers at Bilibid Prison (figure 7). It was a practice he continued after being freed in February, 1945. While convalescing at Fitzsimmons General Hospital in Denver, Wilcox launched a flurry of postal activity. Three stenographers were assigned to the bedridden chaplain, who spent several weeks dictating personal letters to the next of kin of nearly 5,000 servicemen who died during the campaign Wilcox was 60 years old when he was captured in 1942.

During the campaign, chaplains faithfully wrote letters to their own loved ones. Esther Cleveland told a St. Louis Post-Dispatch reporter in August 1942 about the last letter from her husband dated February 27th. It was a short note that ended with the hopeful line, "...looking forward to the peace..."

Father John Wilson typed a letter on February 2, 1942 to a religious superior:

Dear Provincial: There is a chance of this letter getting through. I have had several narrow escapes, but so far I am whole. The enemy is brave beyond imagining, and they are vicious fighters. Yours in Christ...

Presbyterian Minister Frank L. Tiffany was a prolific correspondent with his wife and daughter. Formerly assigned to Sternberg Hospital in Manila, he served at

Bilibid Prison, Manila, P.I.
March 24, 1943

Mrs. Leona Dugger
6500 Irving Park Road,
Chicago, Ill.

Dear Mother:

I received your letter of June 8, 1942. It sure propped me up. As far as I know you have not heard from me for over a year. I hope I am able to see you or write you and that this letter never has to be delivered. I will not try to write news as you probably know it better than I do.

I do not think a fellow could have a better mother and sister than I have. I know it better than ever before. Of course we all realize better when we look back. I love you and sister from the bottom of my heart, but I guess I have a queer way of expressing it. I am very ill and I want to have this written in case I am unable to see you. Tell Lorraine I was hoping and expecting to make her a good husband and had no doubt she would make me a good wife.

I am dictating this to Chaplain Perry Wilcox of the Regular U.S. Army. He will try to get in touch with you when he can. You can contact him by writing in care of the Adjutant General of the Army, Washington, D.C.

With love
L.D.

For L.D. Brown By: Perry O. Wilcox
Chaplain U.S. Army

% A.G.O. War Dept. Washington D.C.

Figure 7 Letter written for a soldier at Bilibid Prison by Chaplain Perry Wilcox. The soldier was Corporal LaPrade Brown of the 192nd Tank Battalion.

the Bataan hospitals. The contents hint at the chaplains' flexibility of movement. Tiffany headed his February 16th letter, 'Base Hospital.'

My Dearest Tedda and Leslie. Here goes another letter. Do hope it reaches you in good shape. I am still in hospital work, though I go out to the combat and service units to hold services... We have to use water for grape juice... It might not be wise to say in a letter what the arrangement is. Tell Leslie that daddy thinks of his little girl every

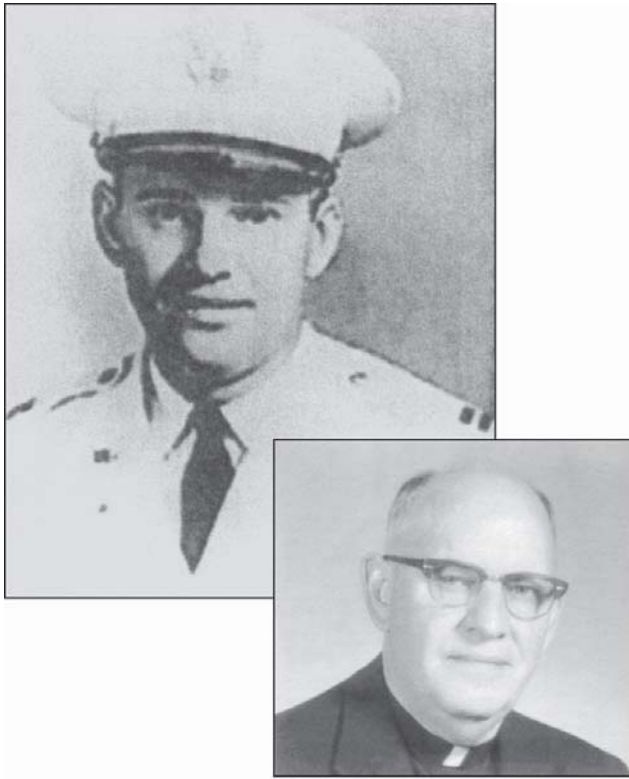


Figure 8 Photos of Chaplain Herman Baumann of the 91st Coast Artillery Regiment (Philippine Scouts) based on Corregidor. Baumann survived the war. He died May 25, 1990 (The QUAN journal.)

day and is anxious to get back to her... Tell her daddy used one of the stories of her babyhood in my sermon... Love forever, Frank and daddy...

Father Herman C. Baumann, chaplain for the 91st Coast Artillery (PS) on Corregidor, wrote to his mother on May 4, 1942:

...It's almost time to go. Say a prayer for me. Perhaps I'll see you again someday... (figure 8).

In a newspaper column called *In the Army*, Washington correspondent Jack Stinnett wrote about the new V-Mail system to be inaugurated in 1942. Stinnett interviewed General William C. Rose, referred to as the 'Army's No1 Mailman,' about V-Mail and the military postal situation. Rose gave an optimistic report about the movement of servicemen's mail around the world. But he did include the terse statement, "The men on Bataan peninsula are the only men in our armed forces who are not getting mail from home." (figures 9 & 10).

By February, 1942, the Japanese suffered heavy losses, prompting General Homma to ask Tokyo for additional troops. While generals in Tokyo considered Homma's request, the Japanese attacks on Bataan slowed while Homma regrouped and awaited Tokyo's decision. In her book, **We Band of Angels**, Elizabeth Norman described the lull in fighting from mid-February through March, 1942. Although no mail was arriving, personnel used the opportunity to write more frequently. On February 26th, Army nurse Lt. Ruth Straub wrote in her diary:.

...Wrote notes home. Wonder if they'll ever get to the states We have had no mail since we left Manila...

Lt. John P. Burns was a 21st Pursuit Squadron pilot stationed on Bataan. Burns kept a diary in which he often mentioned mail.

December 17th: Sure wish we'd get some mail. Have last letter memorized by now.

December 23rd: Censoring mail now.

December 29th: Two months today since I've had any mail

January 13th: Should write Jean and folks, but no use since no mail leaving anyhow.

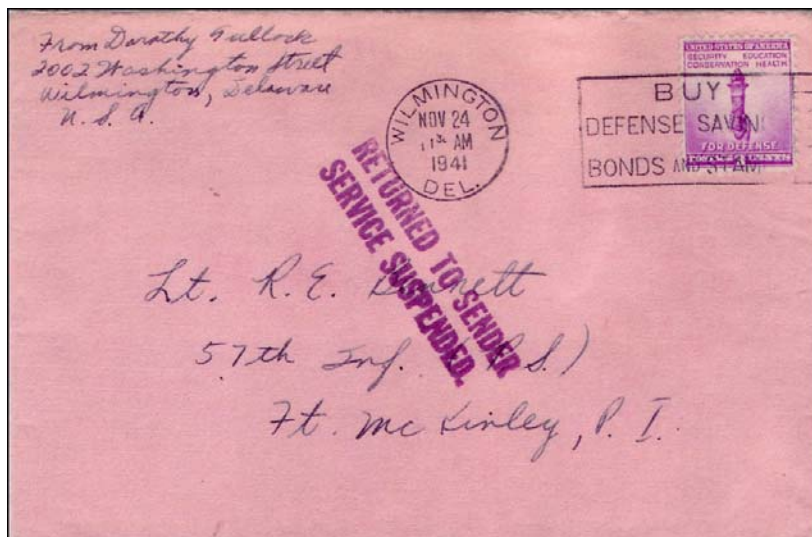


Figure 9 Letter addressed to an American officer stationed at Fort McKinley in late November, 1941. It was likely detained at the San Francisco post office after the last clipper left for the Philippines. Note the absence of any APO number.

Figure 10 Letter sent to a soldier in the 192nd Tank Battalion in February, 1942. The intended recipient was Sergeant Harvey H. Riedeman of Company A, Wisconsin National Guard. Note the reference to “Plum,” the code word for the Philippines. Like figure 7, there is no APO number since Americans likely did not know about it. Riedeman survived two “hell ship” sinkings before dying at Moji, Japan in January, 1945. (Courtesy of Dan Mayo).



Lt. Burns was more upbeat about the postal situation during the February-March pause in fighting.

February 23rd: Promoted to first lieutenant. Must write to mother.

March 17th: Wrote letters to Jean and parents. Also made out a will.

March 22nd: “Whit” got in from Cebu, brought me two wires, Jean and parents! (Major Hervey Whitfield flew supplies from Mindanao to Bataan via Cebu.)

April 4th: John Posten and Ray Gehrig brought two P-35s to Bataan Field with candy, cigarettes, quinine, cigars, brandy and MAIL!

APO #2

While it is known that APO #7 operated on Corregidor, speculation abounds about other APO locations. When postal numbers are seen on blockade covers, APO #2 is frequently observed. Except for personnel based in the southern islands, if a soldier was not on Corregidor, he was serving on Bataan. Thousands of U.S. and Filipino troops were ensconced along Bataan’s main line of resistance South of that line, compressed into the peninsula were myriad combat units, two hospitals, at least two operational air fields and a number of support organizations. Most important was the forward USAFFE headquarters established on Bataan by General Richard J. Marshall on January 5th and relocated on January 27, 1942.

Intended to be MacArthur’s eyes and ears on the Bataan front, the headquarters was the communications link with Corregidor and nerve center from which decisions governing the campaign emanated. Apparently, it served other functions. In his diary, Lt. John Burns mentioned going to “Finance” a few times on Bataan. It has been suggested that at or near the headquarters was a post office.

Mr. Joe Vater, past commander of the American Defenders of Bataan and Corregidor Association, was a member of the 803rd Engineer Battalion. In a recent interview, Joe spoke about his mail experiences during the campaign. At age 92, Vater possesses a clear recollection of those days. When asked about mail, he replied that there wasn’t much time to write but he managed a few letters. When asked what he did with them, Joe replied, “We dropped them off at headquarters.”

A preponderance of evidence indicates that APO #2 referred to the Bataan Peninsula from January until its surrender. The connection between letters on which ‘2’ appears which were written by men from units on Bataan should be regarded as credible proof. One such case is mail from Captain Charles D. Tinley to his wife in February and March, 1942. His wartime experiences were recounted by his daughter, Nancy Tinley Brown, and published in *The QUAN*, journal of the American Defenders of Bataan and Corregidor Association.

Tinley was commander of the 54th Signal Maintenance Company based at Nichols Field. When the Japanese attacked, his men were installing communications lines at Clark Field and Fort Stotsenberg. By late December, Tinley had gathered his men on Bataan to serve as infantry Captain. Tinley’s wife received letters written in February and March with the return address ‘APO #2, P.I.’ Tinley fought only on Bataan.

At least one letter from Red Cross nurse Catherine L. Nau showed the return address ‘APO 2, Bataan.’ Her letter was written in February but not received until May, 1942. Nau worked at both hospitals where she reported that each hospital was treating nearly 7,000 patients (*figure 11*).



Figure 11 Nurse sitting on her cot at Bataan Hospital No2 circa March, 1942. Situated in the open jungle, the heavy tree growth served as a roof. At its peak, the hospital had 7,000 patients. (The Quan)

Other samples of mail with APO #2 were documented in Robert Rawlins' article, and one would be remiss in not mentioning them. The PH08 envelope shows the return address as APO #2. Some curiosity is aroused by the almost flawless preparation of the envelope. That a typewriter was used suggests that Pfc. McVay may have been a clerk. If that was his job, his excellent language skills prepared him well. Except for the cross-outs in the recipient's address, the envelope's preparation is impeccable. Then, too, McVay might have been a hospital patient, and a chaplain's typewriter was used.

PH23 was sent from Captain Harold Walden Collins, commander of Company C, 192nd Tank Battalion. The '2' in the upper left corner likely referred to the return address. Company C/192nd Tank Battalion arrived near northern Bataan in December and was in almost constant combat for nearly four months. Collins died of wounds on January 20, 1945.

PH33 was sent by Private Ralph J. Herrcke with a return address of APO #2. Records indicate Herrcke was part of the 7th Materiel Squadron from Clark AB. After Clark's destruction, flying personnel moved to Mindanao while Clark's ground troops fought as infantry on Bataan. Captured when Bataan surrendered, Herrcke died at Camp O'Donnell in May, 1942.

Conclusion

With few discernible postal markings or mailing dates, plain appearance, and APO numbers that do not conform to those of a later period, mail sent from the Philippines between December 7/8, 1941 and May 6, 1942

is difficult to identify and remains elusive. An overall lack of records from the Philippines campaign adds to the postal historians' confusion.

Chaplains provided postal support during the campaign. They produced writing materials, encouraged their men to write letters and in many cases wrote letters for soldiers, especially those in hospitals. Individual chaplains gathered and forwarded their men's mail for movement to Corregidor. Freedom of movement and the mobility provided by vehicles allowed chaplains to form a collection network that reached most units on Bataan.

There is still much to be learned about mail from the Philippines from December, 1941, until the surrender of Corregidor in May, 1942. But with the discovery of blockade mail, the picture becomes clearer.

Epilogue

Many of the people mentioned in this article endured Japanese confinement. Some were killed or died during captivity while others suffered different tragedies. Few survived unscathed.

Chaplain Robert Taylor, the Baptist minister who witnessed Arthur Cleveland's death, survived and remained on active duty. He retired as an Air Force general and died in 1970 (figure 12).



Figure 12 Chaplain Robert P. Taylor, regimental chaplain of the 31st U.S. Infantry (1941).

Chaplain Joseph V. LaFleur of Louisiana died aboard the *Shinyo Maru* on September 5, 1942.

Chaplain John K. Borneman survived the war.

Chaplain Perry Wilcox survived the war. He died in 1972.

Chaplain John Anthony Wilson survived the war. He died on April 7, 1992.

Chaplain Frederick Howden died on July 1, 1943 at the Davao Penal Colony.

Chaplain Albert W. Braun survived the war. He died on October 10, 1981 at age 92 (*figure 13*).

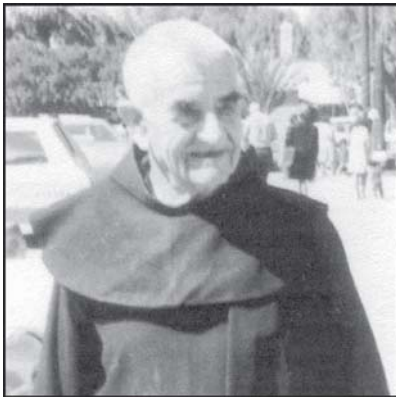


Figure 13 Father Albert Braun, regimental chaplain of the 45th Infantry (Philippine Scouts) based on northern Luzon. He and Chaplain "Ted" Howden worked together on Bataan.

Chaplain Frank L. Tiffany died aboard the *Arisan Maru* on October 24, 1944.

Chaplain Herman C. Baumann survived the war. He died in May, 1990.

Chaplain John E. Duffy survived the war. He died in 1958 (*figure 14*).



Figure 14 Chaplain John E. Duffy, chief chaplain of the North Luzon Force and personal friend of General MacArthur.

General William C. Rose served as assistant Adjutant-General from 1941 through 1942. Until 1945 he was Chief of the Military Division, War Manpower Commission. After the war, Rose was chief of staff to the High Commissioner of the Philippines. He retired in 1946 and died in 1973.

Elizabeth M. Norman, PhD, is a professor at New York University.

Army Nurse Lt. Ruth Straub was evacuated from Corregidor before its surrender. She returned to Milwaukee, Wisconsin after the war.

Lt. John P. Burns died April 13, 1942 at Del Monte Field, Mindanao. He crashed while landing his P-40 fighter. The plane exploded, and Burns died inside the cockpit. His diary was taken off a dead Japanese soldier on New Guinea in 1943. It was returned to his family after the war.

Captain Charles Tinley died at Camp Tanagawa, Japan on February 2, 1943.

John Hay graduated from the Davidson College (Tennessee) and received his army commission in the school's R.O.T.C. program. Hay's commander at Davidson in 1937 was Colonel Charles Steel. During the Battle of Bataan, the 31st U.S. Infantry was pressed by the enemy and needed tank support. The 192nd Tank Battalion's Company C was nearby and effectively maneuvered to relieve the infantrymen. The tanks were led by Lt. John Hay. Colonel Charles Steel was 31st infantry commander. Neither man knew the other was involved, but Colonel Steel credited the tank commander with saving his men and the battle. After the fight, both men were patients in the hospital. In fact, they were in cots next to each other.

Entering the picture was Captain William Dawson, a Baptist chaplain assigned to the 31st Infantry but temporarily helping at the hospital. Colonel Steel introduced Hay, coincidentally the son of a Presbyterian minister, and Chaplain Dawson, and the two men became friends. Lt. Hay brought 77 other men with him to one of Dawson's Wednesday night prayer meetings, much to the chaplain's delight.

A ship carrying mail was sunk in February, 1942 by a Japanese submarine. Amazingly, a mail sack was pulled from the ocean, and the contents were delivered to the United States. Some of the mail was from Company C, 192nd Tank Battalion based at Port Clinton, Ohio. One letter written on February 8th by 2/Lt. John Hay was contained in the batch of mail. He wrote the

letter to his parents while he was a patient in the hospital. The people and events involving Hay's letter are uncanny.

John Hay's February 8th letter, published verbatim in his unit biography, was eleven lengthy paragraphs. To have written it by hand would have taken a number of pages. It should be noted that when the letter was written, there was a severe paper shortage. The dearth of paper was such that headquarters officers were writing orders on the back of used mimeograph paper. The letter was probably typed, possibly on Dawson's typewriter by Hay or by the chaplain himself. Dawson was part of the chaplains' mail collection network, which might have ensured that Hay's letter found its way to Corregidor and an outgoing ship. Such were the efforts made by chaplains on behalf of their men. Sadly, 2/Lt. John Frederick Hay died at Camp O'Donnell on October 18, 1942.

Attachment A Known Chaplain Prisoners in the Philippines

<u>NAME</u>	<u>UNIT & LOCATION</u>	<u>DECEASED</u>	<u>RELIGION</u>
Herman C. Baumann	91 st CA (PS) Corregidor	5/25/90	Roman Catholic
John K. Borneman	CA (AA) Corregidor	Unknown	Presbyterian
Albert W. Braun	5 th Inf. (PS) Luzon	10/10/81	Roman Catholic
Earl R. Brewster (Navy)	USS Canopus & Holland	8/29/59	Protestant
Ralph W.D. Brown	Clark AB Luzon	1/31/45	Methodist *
Richard E. Carberry	45 Inf. (PS) Luzon	1/4/45	Roman Catholic +
Arthur V. Cleveland	59 th CA Corregidor	12/15/44	Christian Church+
William T. Cummings	Sternburg Hospital, Manila	1/28/45	Roman Catholic
John J. Curran	88 th F.A. (PS) Luzon	3/4/72	Roman Catholic+
William Dawson	31 st Infantry; Hospital #2	12/16/44	Baptist +
Morris E. Day	31 st Infantry; Ft. McKinley	9/7/42	Baptist +
Samuel E. Donald	Corregidor; Bataan	1/11/95	Methodist
John E. Duffy	Chaplain-North Luzon Force	6/4/58	Roman Catholic
John J. Dugan	18 th Medical RGT, Bataan	12/6/64	Roman Catholic
Carl W. Hausmann	Del Monte Field, Mindanao	1/45	Roman Catholic +
Frederick B. Howden, Jr.	200 th CA (AA), Clark AB	7/1/43	Roman Catholic *
Hugh F. Kennedy	101 st Division (PS)	8/3/55	Roman Catholic
Joseph V. LaFleur	19 th Bomb GP. Clark AB	9/5/42	Roman Catholic +
John J. McDonnell	57 th Infantry (PS)	1/22/45	Roman Catholic +
Francis J. McMannus	(Navy) USS Canopus	10/44	Protestant *
Edward J. Nagel	Lubuagan-Luzon	2/1/45	United Brethren *
James W. O'Brien	Nichols Field, Manila	10/24/44	Roman Catholic +
Eugene J. O'Keefe	61 st F.A., Mindanao	12/5/47	Roman Catholic
Alfred C. Oliver	Chief Chaplain, Corregidor	1958	Methodist
David L. Quinn (Navy)	Chaplain, Cavite Station	1/45	Episcopalian +
Stanley J. Reilly	Corps Chaplain, II Corps	8/8/73	Roman Catholic
Thomas J. Scecina	Ft. McKinley (PS)	10/24/44	Roman Catholic +
Henry B. Stober	14 th Engineers, Bataan	1/12/45	Roman Catholic *
Albert D. Talbot	Sternburg Hospital, Manila	6/21/62	Roman Catholic
Robert P. Taylor	31 st Infantry, Luzon	1970	Baptist
Frank L. Tiffany	Sternburg Hospital, Manila	10/24/44	Presbyterian +
Herbert R. Trump (Navy)	2 nd Bn-4 th Marine Regiment	1/27/45	Lutheran +
Joseph G. Vanderheiden	Del Monte AB, Mindanao	1/20/45	Roman Catholic +
Perry O. Wilcox	Fort Mills, Corregidor	5/30/72	Methodist
John A. Wilson	Ft. Stotsenburg, Luzon	4/7/92	Roman Catholic
Mathias E. Zerfas	26 th Cavalry (PS) Luzon	1/9/45	Roman Catholic +
Leslie F. Zimmerman	Nichols Field, Manila	2/24/99	Christian Church

+ indicates death aboard Japanese ship.

* indicates death in prison camp.

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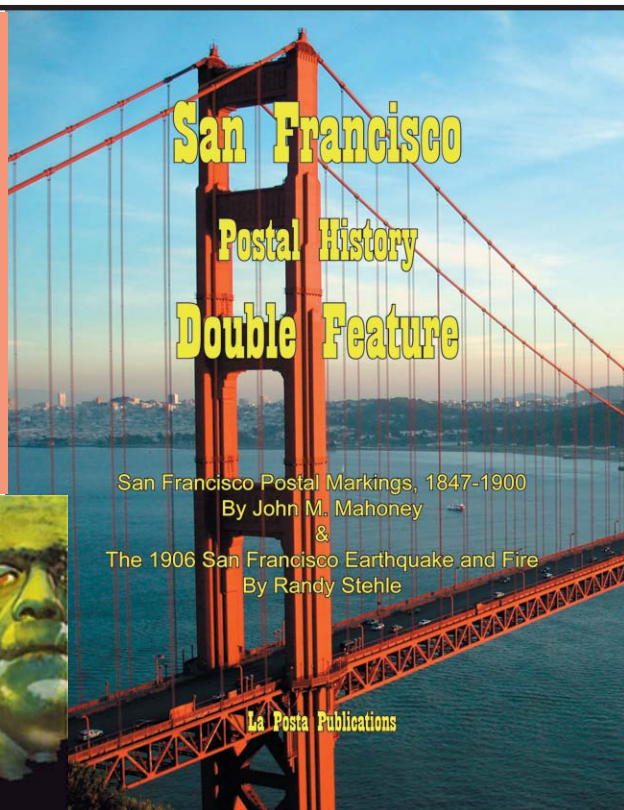
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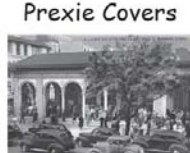
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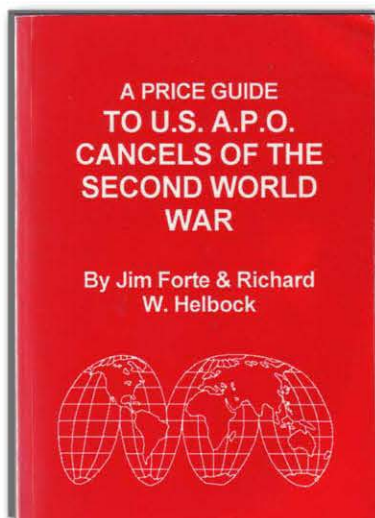
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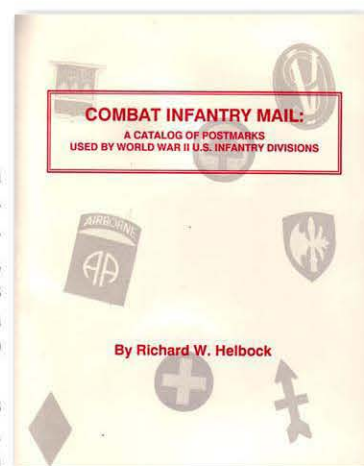
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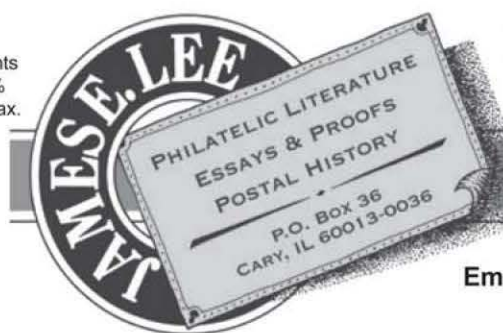
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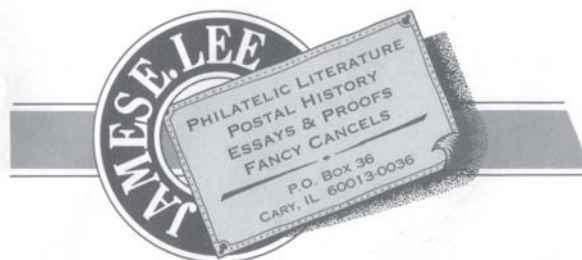
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NORTH DAKOTA: all postal history wanted from territorial to modern. Send photocopies or on approval. Gary Anderson, P.O. Box 600039, St. Paul, MN 55106 41-1]

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May 10, 2010

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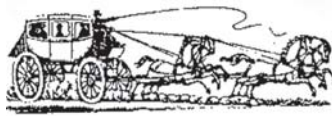
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The Post Offices of McCreary County, Kentucky

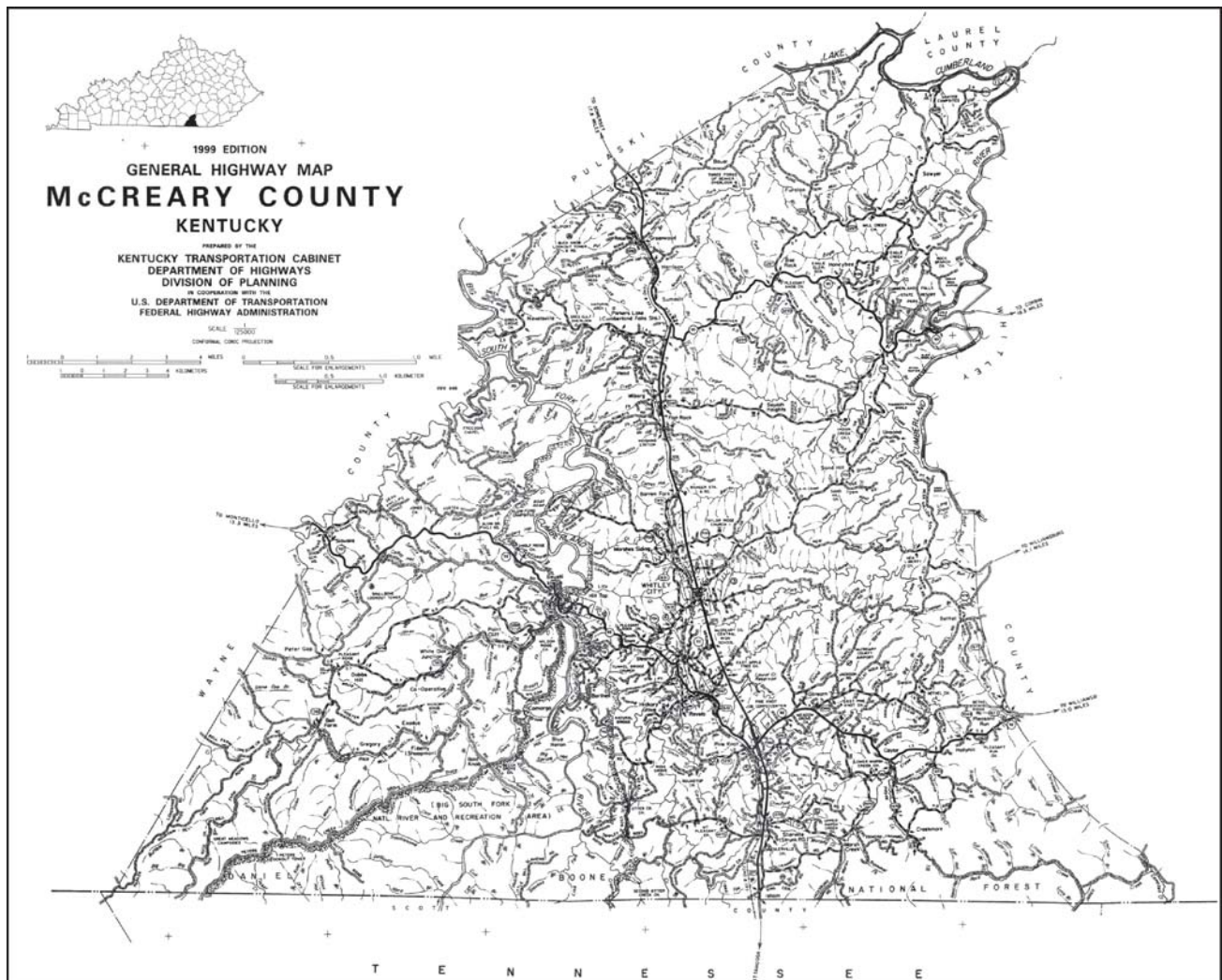
By Robert Rennick

On March 12, 1912 the Kentucky legislature established McCreary, the state's last county, primarily to provide accessibility to the county seat. As stated succinctly by W.A. Kinne in *The Gum Tree Story*, his 1929 history of the Stearns Coal and Lumber Company, McCreary was organized to end "the indifference of its three mother counties—Wayne, Pulaski, and Whitley¹ to the needs and problems of the Big South Fork country, engendered by the long distances from their respective county seats." The enabling act was introduced in the legislature by William B. Creekmore of Pine Knot but was opposed by the three counties who feared losing valuable tax revenues from the big extractive companies, and by the companies themselves, especially Stearns and the Cincinnati New Orleans and Texas Pacific Railway.

The county was named for James Bennett McCreary (1838-1918), a lawyer, Confederate officer, U.S. Congressman (1884-1896) and Senator (1902-1911), and twice governor of Kentucky (1875-1879 and 1911-1915.)

Till 1880 the area that became McCreary County centered on one of the Cumberland River's main branches, the Big South Fork. It was, for the most part, one of the most isolated areas in that section of the country, and thus among the least known.

Then came the Cincinnati and Southern Railroad's line between that city and Chattanooga, Tennessee that, more than anything else, was to open this area to economic development by providing a fulltime viable outlet for its resources.² The county's second rail line of note was established in 1903 by the Stearns Company as the Kentucky and Tennessee to ship coal from the company's satellite mines east to the Stearns connection with the Cincinnati Southern. The line was first



built to the mouth of Rock Creek, crossed it, and proceeded up the creek ultimately to Pickett County, Tennessee. A feeder line was later extended to Bell Farm.

The well dissected and hilly McCreary County, in the southwest end of the Eastern Kentucky Coal Field, has been characterized by McGrain and Currens of the Kentucky Geological Survey as one of ‘cliff-lined gorges and ridges, and resistant rock formations’ with several chimney rocks, natural arches, and waterfalls. Over seventy per cent of its land area was acquired by the federal government for part of the Cumberland (now the Daniel Boone) National Forest and, later, for the South Fork River and Recreation Area. This led to a severe decline in the county’s economic assets as a one time leading lumber and coal producer, and ultimately to its status as Kentucky’s most impoverished county.³

By providing, early on, few tourist inducements, one of its major objectives, the Cumberland River’s impoundment brought little economic benefit to the county. Neither McCreary, nor the federal government, initially provided “easy access” to the lake, and by the 1970s, according to L.E. Perry’s *McCreary’s Conquest* (1979) most of the lake’s shoreline was still difficult to reach. Only with Congressional establishment, in March 1974, of the 103,000 acre Big South Fork National River and Recreation Area, authorizing land acquisition and development in Kentucky and Tennessee by the U.S. Corps of Engineers and land management and utilization by the National Park Service did tourism in McCreary County profit.⁴

Economically, what became and is McCreary County was primarily dependent on timber and coal. By the 1830s the Big South Fork area had become the state’s leading coal producer though, through the Civil War, mining and ore processing was but a seasonal activity. Manufacturing, like tourism, came only recently to the county, with textile fabrication by the McCreary County Manufacturing Company of Eastern Stearns.

The county’s greatest accessibility to the rest of the region and the state, though, came with the development of its once virtually negligible roads and highways, primarily with the improvements to the north-south

US 27 and the east-west Ky 90 and 92

While McCreary is Kentucky’s newest county it’s also its only county with no incorporated cities. Its three most populous settlements: Pine Knot, Stearns, and its

(more or less) centrally located seat Whitley City are but Census Designated Places (CDP’s) with fewer than 2,500 residents each.

Even before the county was established there was a rivalry between Pine Knot and Whitley City (then also known as Coolidge). Pine Knot was the older and better developed (it then had a bank) place and was chosen by the Governor’s Board of Commissioners as the county’s temporary seat. But in an election held on September 7, 1912 to determine the permanent seat, Whitley City won by 140 votes. It took almost a year, however, for the Pine Knot advocates to accept this. When, on 1913, the Pine

Knot postmaster was asked by a U.S. Post Office clerk to name the county’s seat she wrote Pine Knot.⁵

McCreary’s 427 square mile area (including what’s now in Lake Cumberland) had a 2005 Census estimated population of 17,233 (thirty seven per cent over its official 1970 count).

Post offices will be described below, first by their pre-1912 establishments in each of the mother counties, followed by those established in McCreary after its formation. Each office will be located by current road miles from the court house in downtown Whitley City or from a larger or older office in its own area.

Seventeen Known Post Offices Established in Pulaski County Before McCreary’s Formation

The earliest of McCreary’s Pulaski County post offices and one of the three that failed to survive its formation was **Tellico**. William Hyden alone operated it from November 13, 1855 to September 20, 1859, probably on the Tellico Trail (later the Jacksboro Road) between Smith Shoals and (the present) Kingston, Tennessee. Nothing is known of it, including its precise location.

Flat Rock, aptly named for a nearby ridge of flat rocks, was at the site of a prehistoric Indian campground on the Tellico Trail, just south of Indian Creek (a 10 ½ mile long Westside branch of the Cumberland River). Though its post office was established on June



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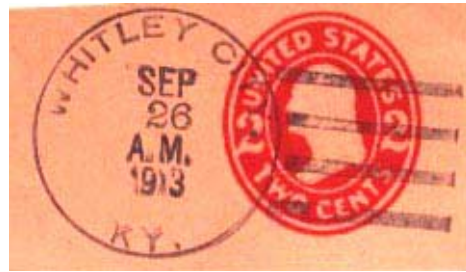
19, 1874, with James Coffy (sic), postmaster, to serve several area coal and lumber companies, its development as a town awaited the 1880 coming of the Cincinnati Southern Railroad where it provided homes and other conveniences for its workers. By the turn of the century it had become the shipping point for the Barren Fork Coal Company by way of a two mile spur from that firm's tipple to the main line just south of the railroad station. For all intents, the town's significance ended with the mine's closing in 1935, though the post office continued on US 27, five miles north of Whitley City, till May 1963.

Another post office preceding the arrival of the railroad was **Greenwood**, five miles north of Flat Rock. It was established on May 15, 1876 by Henry C. Farris, the local apiarist, and was soon serving the nearby J.C. Crooke and Company coal mine. By the early 1880s the railroad had reached the top of a grade just south of the post office site and a work camp called **The Summitt** was built here for its construction and maintenance crews. In 1885 the Beaver Coal Company built a spur from the new Greenwood Station several miles to its mines on Lick Fork (of Beaver Creek), and within ten years **Greenwood** was home to several more coal and lumber companies. It soon became one of the larger timber products shipping points in the entire Cumberland valley. In 1906 the post office was moved nearly half a mile southeast, and by the time it closed in 1975 was on US 27, just east of the tracks, and ten miles north of Whitley City.



from the Willett-Thompson Collection

What became **Whitley City** is believed to have been settled sometime before 1835 in the vicinity of the all-weather and free-flowing springs at the head of Jennies Creek. This land was early patented by George Smith and later sold at public auction to Thomas Morrow and Middleton B. Holloway. It was soon acquired by Captain John Ambrose Geary, a Lexington businessman and Confederate officer, who began here a lumber business and founded a town inexplicably called **Coolidge**. The **Coolidge** post office was established on May 12, 1880 with Holloway as postmaster. After



*from the
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Collection*

the arrival of the Cincinnati Southern that year Geary opened the station he called Whitley (probably for famed Kentucky pioneer William Whitley) to ship his products. Soon the community growing up around the station also took the **Whitley** name. For a brief time around the turn of the century it was incorporated, but local pressure to reduce taxes ended this and discouraged later re-incorporation efforts. When the county was created in 1912 its seat was located here as **Whitley City** and, on July 20, the post office too took this name.

The town now centers just north of the junction of Ky 478 and 1651 (old 27), just west of US 27's new route, thirty one miles south of Somerset and 106 road miles south of downtown Lexington (via US 27). Its official 2000 population is only 1,111, a decline of some 570 from 1980.

Three miles south of Greenwood, on the new rail line, was its **Cumberland Falls Station**, the gateway via (the present) Ky 90, to the Falls, twelve miles east. On February 21, 1889 Joe Caldwell Parker, a land speculator who helped attract the railroad through that section, established the local post office as **Parkers Lake** for the pond recently made by the railroad to supply its locomotives with water. By the mid 1890s the station, post office, and village around them had at least 150 residents and one or more stores to serve several area coal companies. Parker and local storekeeper and tieyard operator Pleasant Patrick ("P.P." or "robe") Walker (who was also postmaster from June 1905 through March 1917) helped to build that stretch of what became Ky. 90 to the Falls. The **Parkers Lake** post office still serves this area at the junction of Ky 90 and US 27.



*from the Willett-
Thompson Collection*

The short-lived (January 31, 1891 to October 5, 1895), unlocated, and name underived **Toledo** post office was operated solely by James Littleton Jones. According to his Site Location Report it was 2 ½ southeast of the Big South Fork, 1½ miles southwest of Cooper Creek (which now joins the Big South Fork at the Pulaski-Wayne-McCreary Counties convergence) and 5 ½ miles southwest of Greenwood. It thus may have been the forerunner of **Nevelsville**.

Between May 7, 1898 and 1933 the Nevelsville post office was on (the present) Ky 927, less than five miles west of the railroad at Parker Lake, and one mile east of the Big South Fork. Its name source, the local storekeeper John W. Nevels (ne ca. 1853), his wife Sarah A., and Mary Owens were its postmasters.

The aptly named **Hillside** post office, with John Hitchcock and Irving Bucklin, postmasters, operated between February 11, 1891 and January 8, 1892 at the mouth of the Lick Creek of Big South Fork, 1½ miles below (north of) the Whitley County line and 4 ½ miles west of (then) Coolidge.

Half an air mile south of Hillside was the post office of **Hill Top**, established by Louis Roberts on February 18, 1925 to serve a village of 200 residents on another hill overlooking the Big South Fork at Yamacraw (see below). Storekeeper John H. Bryant was its first postmaster. When it was suspended in mid September 1977 it was in Bill Winchester's store on Ky 92, five miles west of Whitley City.



from the Willett-Thompson Collection

The third Pulaski-McCreary County post office established in 1891 (on December 14 to be exact), was Thomas W. Sawyer's name sake. According to his imprecise Site Location Report, the **Sawyer** post office would be one fourth of a mile from Eagle Creek and two miles west of the Cumberland River. In October 1899 his successor Willis H. Morgan had it moved two miles north to a point just within Whitley County,

two miles east of Mill Creek (earlier called Morgans Creek.) In 1933 it was moved again, one fourth of a mile along (the present) Ky 896, where, some nineteen miles nne of Whitley City, it was suspended in early September 1992.



from the Willett-Thompson Collection

Shortly after the arrival of the Cincinnati Southern, the Barren Fork Mining and Coal Company built a spur line to its camp and mines above the head of the Barren Fork of Indian Creek. On January 18, 1899, to serve this camp of then close to 500 residents and the company's offices, store, recreational facilities, tippie, and homes (two miles southeast of Flat Rock and four miles north of the Coolidge post office), the **Barrenfork** post office (sic) was established by Charles Ross, its first postmaster. In 1923 the company's office, store, and post office were moved some 300 yards north to a point on the ridge overlooking the original camp site and mines. The office closed on October 31, 1935 when, to avoid unionization, the company ended its operation. The camp closed, the miners left. the tracks were dismantled, and the owners later deeded the land to the Cumberland National Forest. Only a cemetery remains to mark the site.

On July 1, 1899 Francis Marion Kidd opened a post office just northwest of the head of Mill Creek (earlier known as Morgans Creek, a branch of the Cumberland River) to serve a locality then known as **Green Pond**. His first (reference **Dewey** (probably for George Dewey whose Battle of Manila Bay had been fought only fourteen months before) was replaced by **Funston** (for one or more late nineteenth century Kentucky families). After several vicinity moves up and down (the present) Rte. 3256, it closed in December 1933.

William H. ("Billy") Bryant established the **Buzzard** post office on June 18, 1900 to serve a forest products business somewhere in the Indian Creek watershed, a couple of miles west of the river and six miles south of Cumberland Falls. It closed in mid July 1914.

To serve what was then the small village of **Williams Siding** on the Cincinnati Southern, about a mile south of Parkers Lake, Joseph Williams, on March 28, 1902, established the **McGuffey** post office. It may have been named for Meridy McGuffey (ne June 1864), an area lumber inspector. On July 21, 1906 then postmaster Hiram Silvers had its name changed to **Indian Head** for its site near the head of Indian Creek's Cogur (sic) Fork (which heads just south of the Day Ridge, nearly one mile west of the railroad tracks). By the time it closed in mid April 1927 the area between Parkers Lake and Flat Rock was also being served by the **Wiborg** post office, about a mile south of Indian Head. (see below).



from the Willett-Thompson Collection

The little recalled and short-lived **Noxubee** [nahx/yuh/bee] post office has not been precisely located. Another in what was to become McCreary but which had closed before the county's organization, it was established in Whitley County on April 14, 1902 by Harry George Spangler who located it, in his Site Location Report, three miles west of the Cumberland River, half a mile north of Eagle Creek and 3 1/2 miles south of Sawyer. In June 1904 it was moved by John S. Richardson an unrevealed distance to a point some sixty six yards within Pulaski County, one mile north of Eagle Creek, two miles south of Sawyer, and four miles north of Honeybee. Here it closed in mid October 1911. Whence its name? Could it have been named for the eighty mile long Mississippi-Alabama stream that joins the Tombigbee River near Gainesville, Alabama. ⁵ According to William A. Read's *Indian Place Names in Alabama*, 1937, this was so named before the American Revolution for the Choctaw "strong smelling water".

When storekeeper Jasper M. **Harp** found his name in use in Franklin County, he opened his office, on September 21, 1905 as **Honeybee** for the wild swarm observed in a nearby woods. Till it closed in 1977 the office had been at two locations on (the present) Ky 90, seven to eight miles east of Parkers Lake and about four miles west of the river at Cumberland Falls.



from the Willett-Thompson Collection

From 1885 coal was being shipped to the Cincinnati Southern at Greenwood from a site on Beaver Creek's Lick Fork by way of the Beaver Coal Company's newly built Beaver Creek and Cumberland River Railroad. In 1891 the line was renamed the Greenwood Railway, and on November 21, 1907, the company opened a post office in its camp commissary, less than a mile northwest of the rail head.⁶ The office was called **Bauer** [bay/uhr, locally bear] for James A. Bauer, recently arrived from Indiana. Gavin L. Dudley, the commissary manager and the first postmaster, was succeeded on June 4, 1909 by Bauer himself. After the mining operation ended in 1910 the vicinity was acquired by the Bauer Cooperage Company of Indiana which made barrel staves of locally cut white oak timber. The office closed on August 15, 1924, and in 1933 the site's then owner W.H. O'Brien sold it to the federal government and it's now a part of the Beaver Creek Wildlife Management Area. Nothing marks the site.⁷

In addition to the above at least four other Pulaski County post offices (**Guyon**, **Flynn**, **Harvest**, and **Frisco**) may have either operated within what became McCreary County or at least been authorized to do so.

Nine Known Post Offices Established in Wayne County Before McCreary's Formation

The earliest of McCreary's Wayne County offices was **Rock Creek**, somewhere on the twenty seven mile long stream that extends between Pickett County, Tennessee and the Big South Fork near Yamacraw. The stream, so identified in Wayne County's enabling act of December 13, 1800, was named for the many rocks on its banks. The office was established on March 17, 1865 with John Lewellen, postmaster, but closed on July 23, 1869. It was re-established on March 27, 1872, with Marcus Foster, postmaster, and closed again in mid December 1873. It was again re-established on October 17, 1892 with Lenora F. Bell, postmaster, some

eleven miles up Rock Creek. in 1912 William S. Gregory had it moved three fourths of a mile down the creek to a point four miles west of the Kentucky and Tennessee Railway's then western terminus at Exodus (see below). Here it closed on April 30, 1914.



from the Willett-Thompson Collection

The office was again re-established, on February 17, 1925, a short distance downstream, as **Bell Farm**. Here, at the site of the pioneer Rock Creek Bell family's farm, was one of the coal towns established by the Stearns Coal and Lumber Company, and, by 1921, the western terminus of the company's twenty mile long

Kentucky and Tennessee Railway.⁸ James C. Anderson, its first postmaster, was succeeded in 1931 by Oren Spradlin who maintained it till it closed on June 30, 1975.

Another Rock Creek post office was the short-lived (June 9, 1875 to July 7, 1876) but as yet unlocated **Bellville** maintained by and probably named for George W. Bell.

Some 2 ½ miles up Rock Creek were two post offices established by and for the Stearns Coal and Lumber Company. The vicinity was first called **Paint Cliff** for its colorful rock formations, and this name was assumed by the local coal company. Sometime before 1907 the company and its mines were acquired by Stearns and in that year the site was reached by the Stearns' new K&T Railway. To serve their operations and the 200 resident camp being built, R.L. Stearns opened, on March 29, 1907, the **Oz** post office. It's said that this name was chosen, some six years after the publication of Frank Baum's first Oz book, for its brevity and that it couldn't be misspelled or mispronounced.⁹ Three postmasters—Isaac M. Blevins, William P. Upchurch, and Eli W. Martin—maintained this office through April 1914 when it closed.

On March 7, 1918 the office was re-established as **Paintcliff**. Its first postmaster Wayne Chambers was succeeded in October 1919 by Oz's last postmaster Martin, the local K&T station agent. Though the office closed for good in May 1932



from the Willett-Thompson Collection

the **Oz Station** survived till the railroad was abandoned in 1952, and the last Oz mine shut down at the end of the following year.

Another short-lived (February 10, 1890 to mid December 1893) but un-located post office whose postmasters Joseph Riley Sweet and his wife Rebecca would have called **Roberts** for their neighbors, operated instead as the unexplained **Banocks**.

On June 30, 1890 the Rev. Grant Roberts established a post office in his store just east of the Little South Fork. He would call it **Powder Spring** but it operated till 1977 as **Slavans** [*slay/vuhnz*], the name of a well established pioneer Wayne County family whose name was variously spelled Slavan, Slavin, Slevin, Slavy, Slavans, Slevins, and Slavey.¹⁰ The post office survived for a year the closing of the longtime local store on Ky 92, half a mile from the creek and the (now) Wayne County line.



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Then there was the short-lived and apparently much relocated post office of **Alum** which may have operated in both the Pulaski and Wayne County sections of what became McCreary. According to first postmaster Lizzie Seller's first known Site Location Report (December 4, 1899) this office may have been in Pulaski County, one fourth of a mile west of the Big South Fork, one eighth of a mile north of Allum creek (sic) and six miles northwest of Coolidge. According to the Post Office Register, though, the post office was established by Lizzie Sellers on March 23, 1900 in Wayne County, but by December of that year she had moved it four miles east to Pulaski County to serve a village of fifty residents, one fourth of a mile east of the fork, just west of the railroad, and 14 miles north of Coolidge. In November 1901 Lizzie had it moved again, one half mile west, into Wayne County, two miles west of the fork, on Alum Creek, and seven miles west of Coolidge to serve a village of 100 residents.¹¹

On June 28, 1902 she was succeeded by Nannie Sellers who ran it till it closed in March 1903.¹²

According to Doctor P. Sellers' first Site Location Report, his new post office **Freedom**, to serve that locality, would be at a site on the south side of the Little South Fork (that part of Wayne County that became a part of McCreary on its organization). Since his name choice was then in use in Barren County he opened his office on December 26, 1906 as the underived **Lorena**. Yet, according to Sellers' Site Location Report of August 1, 1912 (just after McCreary's organization), his office was 100 yards west of the Little South Fork and not in the new county. Later in August Sellers was succeeded as postmaster by B.F. Black and the office closed on October 31, 1913.

Sixteen Post Offices Established in Whitley County Before McCreary's Formation

The earliest post office to serve what became McCreary County was established on April 9, 1829 as **Big South Fork**. It was on the Pulaski County side of that stream, just opposite the mouth of Rock Creek, and north of the Wayne-Whitley-Pulaski Counties convergence. Michael Castillo, its first postmaster, was succeeded on August 17, 1832 by William K. Beaty. By then it was in Whitley County. But it closed in late November 1835, and the area was not to be served again till the establishment of Yamacraw in November 1905 (see below).

The second post office to serve the future county was **Marsh Creek**. This was on the aptly named twenty three mile long Cumberland River branch heading about half a mile within Tennessee's Scott County. The office was established on January 26, 1858, with William W. Hubbard, postmaster, just below the mouth of Murphy Creek, two miles from the Tennessee line, and about 2 ½ miles east of the site of the later Strunk post office. It was discontinued in July 1863, re-established on June 20, 1866 in postmaster

John Wood's store, and discontinued again in August 1898. William Hayes had it re-established a second time on June 7, 1907. In 1913 it may have been moved 1 ½ miles downstream to a site one mile west of Ashton, but this is not certain. In any event, it closed at the end of 1914.

Katie Branham's inn was a favorite of antebellum travelers on the old toll road between Lexington and Jacksboro, Tennessee. According to tradition, though, when someone would stop to spend some time there Katie customarily would ask him how many ears of corn he wanted to feed his horse. Whatever he said was what she'd charge him. But, in fact, it was mostly pine knots that she'd drop in the horse's feeding trough.

One guest, on an extended stay, is said to have become quite concerned when his horse, seemingly well fed, kept getting progressively thinner. He discovered Katie's deception and soon spread the word of her perfidy up and down the highway. Her inn soon came to be called Katie's Pine Knot, and, after her death, the Pine Knot Inn.¹³

A post office was established in this vicinity on June 19, 1874 with James H. Wilson, postmaster, and it too was called **Pine Knot**, though the small settlement it served may also have been called **High Point**. It closed on November 22, 1878 and was re-opened on July 25, 1879 in postmaster John Harmon's store as **Commercial Summit**; but on December 21, 1887 James B. Vickers had the **Pine Knot** name restored. By this time the railroad had arrived, and by 1900 the **Pine Knot** station had become a major shipping point for area lumber mills, with the community grow-



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ing up there boasting at least half a dozen general stores, a hotel, churches, a school, and other businesses. Its strategic location on the railroad and at the junction of what was to become US 27 (a major north-south route from Lexington to Tennessee and Ky 92 (the main road between Williamsburg and Monticello) gave it a great potential for industrial and commercial growth. It soon became Whitley (Coolidge)'s rival in all things and, in 1912, was an unsuccessful contender for the new county's seat. It too was incorporated (in 1913) but, like Whitley City, this condition was short-lived. Though its potential was never realized, the town, 5 ½ miles (via new 27) south of Whitley City, is the county's largest with an active post office and a 2000 population of 1,680.

The post office of **Holly Hill**, named for the abundance of such trees in the Cumberland watershed, was at a number of sites in the area between Marsh Creek and Pleasant Run. Its location when it was established on August 3, 1876 (with John L. Davis, postmaster) is not known. But by 1890 it's believed to have been about half a mile east of Marsh Creek at or near the site of the later **Ashton**, and was soon serving several area stores and a population of about 100. For awhile (ca. 1907) it may have been on Pleasant Run, two



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miles east of its Ashton site and just beyond the future county line. By 1912, though, it was one fourth of a mile within the new McCreary County. After several more area moves it ended on (the present) Ky 92, just west of the Pleasant Run School (gone) and church, 7 ½ miles east of Pine Knot, where it was suspended on May 1, 1984, a month before the closing of the local store.

The **Ashton** post office, named for a local family, was established by George W. Lovett on June 5, 1901 and occupied at least two sites, 1 ½ to two miles west and south of Holly Hill, till it closed in December 1913.

The Cumberland Falls, by far the largest and most impressive in Kentucky, and considered by many “the Niagara of the South” was, in the earliest settlement times, in pioneer land speculator Andrew Craig’s 2,000 acre grant between the lower ends of the Indian and Eagle Creeks.

Its sixty eight foot drop into a rocky gorge has been, since the 1850s, a major tourist attraction. Its first visitors’ accommodation, a log cabin, was opened in 1850. In 1875 this was replaced by Socrates Owens’ Cumberland Falls Hotel, soon to be made more ac-

cessible by a twelve mile long road (now a part of Ky 90) east from the new railroad’s Cumberland Falls Station at Parkers Lake. The first post office to serve the falls, its hotel, and that section of the Cumberland valley, then also known as **the Great Falls**, was established on July 19, 1880, on the west side of the river, as **Devil Shoals**, with Socrates’ wife Nannie its first post-master. On April 12, 1881 she had the name changed to **Cumberland Falls**. After twenty years it closed, but was re-established, also as **Cumberland Falls**, on June 25, 1902. It was now on the east side of the river to serve the guests of postmaster Henry C. Brunson’s inn. On August 29, 1916 it was moved back to the west side of the river, now in McCreary County by new postmaster Rae Chesney.¹⁴

In 1930 a half million dollar gift from the late Delaware senator (and Louisville, Kentucky native) Coleman T. DuPont created a 500 acre state park around the Cumberland and several other area falls. In 1942 the post office, then on Ky 90, 300 feet west of the river, and fourteen miles northwest of Whitley City, was discontinued. By 1983 the park had become a 1,794 acre state resort park in the Daniel Boone National Forest with camping facilities and a year-round lodge named for the senator. In that year 1,294 acres of the park were dedicated as a state nature preserve.

George W. Strunk, the storekeeper descendant of a large family that had acquired land on area creeks before the Civil War, gave their name to a station on the Cincinnati Southern midway between Pine Knot and the Tennessee line. The station was called **Strunks Lane** and to serve it, on February 18, 1892 the **Strunks Lane** post office was established, with James H. Pemberton, postmaster. On May 5, 1894 the **Lane** was dropped, and as simply **Strunk** the office has served that vicinity at several sites (currently at the junction of old 27 and Ky. 1470, just east of new 27, and two miles south of Pine Knot).

Shortly after the turn of the century the local rail station took the name **Silerville** (probably for Bill Siler of another area family.) On August 13, 1907 James C. Walker opened the **Silerville** post office one mile south-east of the Strunk post office and **Silerville Station** to serve the camp and office of the West Jellico Coal Company. By then Louie E. Bryant’s Strunks Lane Coal Company was also shipping its product from the Silerville



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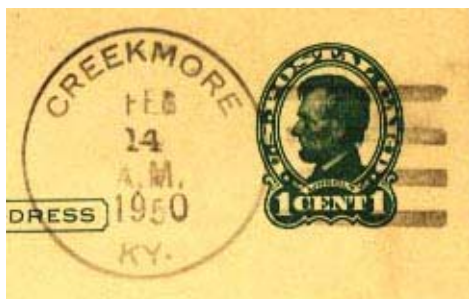


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Station. The **Silerville** post office, though, lasted only till mid February 1915 when its papers were transferred to Strunk. To further confuse postal historians the names **Strunk** and **Silerville** have been used interchangeably for the same community.

A second Marsh Creek post office was **Lay Ford** operated by store-keeper Berry B. Lay from June 6, 1892 through August 1902. According to his Site Location Reports it was one mile northwest of Holly Hill and four miles below (northeast of) the Marsh Creek post office. The area's Lay family were probably descendants of the Rev. William Lay (1809-1907).

From January 31, 1893 to mid January of the following year Embury K. ("Uncle Ek") **Creekmore** ran a post office half a mile or so above the head of Hayes Creek (a Marsh Creek tributary) and just above the head of Rock Creek of Jellico. He named it for himself and his wife Mandy, the vicinity's first settlers. It was re-established on March 2, 1911 by his brother Alexander Z. Creekmore a mile down Hayes Creek, on (the present) Ky 1470, 2 ½ miles south of Ky 92.¹⁵ It closed for good in 1968 on the death of its last postmaster, Ek's daughter-in-law.



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Somewhere south of Holly Hill and 2 ½ miles east of Marsh Creek was the short-lived (February 2, 1893 to September 27, 1894) and unexplained **Ample** post office maintained by Elizabeth G. Lovitt and Sarah E. Smith.¹⁶

West of Marsh Creek and some six miles ene of Pine Knot would have been the **Bethel** post office, named for the local church. But as Bath County already had

such an office, postmaster-designator James H. Swain gave it his family name and maintained it from May 11, 1900 through June 1901. It was re-established, also as **Swain**, by George E. Swain on April 28, 1925. When it closed in January 1934 its name died with it and area folks now refer to the site as **Bethel**.



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A site about 2 ½ miles south of what would become Coolidge (Whitley City) was settled in 1840 by Riley and Bailey Sellers and first called **Hemlock** probably for the local trees. In 1901 some 500 vicinity acres between the Cincinnati Southern Railway and what would become US 27 (now Rte. 1651), were purchased or leased from then owner and coal operator Louie E. Bryant by the Stearns Coal and Lumber Company. This was a firm owned by and named for New York-born Justus Smith Stearns, then of Ludington, Michigan. By the summer of 1903 the company had founded and laid out the **Stearns** mining town and located its offices in the railroad's **Hemlock** yard and siding. The station soon took the **Stearns** name and shortly became a major rail shipping point. A post office, also as **Stearns**, was established on December 29, 1902 in the Company's newly opened commissary building, with John Emil Bergelin, its first postmaster.

On May 22, 1902 the Stearns company chartered its standard gauge Kentucky and Tennessee Railroad (later re-incorporated as Railway) as a shipping and passenger spur from what would be several satellite mining towns west and south of Stearns to its junction with the Southern.¹⁷ In 1903 the country's first electrically-powered sawmill was built in Stearns giving rise to the largest timber processing operation in Kentucky. By the late 1920s the wholly owned company town had some 2,000 residents, with over half working in area mines and processing plants, and a million tons of coal were being shipped annually from the Stearns station.

In short, till the early 1950s the town was the center of a vast empire of some 130,000 acres of timber and coal land, mostly in McCreary County but also in adja-

cent Kentucky and Tennessee counties. But by the mid 1950s the sawmill had closed and in 1960 the county's local holdings were sold to their occupants and several private utility firms. In 1975 the company's coal operations were acquired by the Blue Diamond Coal Company of Knoxville, Tennessee as the Stearns Mining Company.

Today, the town with its active post office on Ky 1651 (old 27) and 92, one mile west of the new 27 routeway, serves some 1,580 resi-dents (second in population to Pine Knot). By the 1990s the Stearns Historical Area Development Authority and the county's Heritage Foundation were restoring old buildings and maintaining a museum and archives to preserve and interpret the company's and town's early history.



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The first coal town built by the Stearns company and the first station (completed in May 1903) on its Kentucky and Tennessee Railway, 3½ rail miles wsw of Stearns, was **Barthell** [bahr/thehl]. It was named for Edward E. Barthell, a Nashville and Chicago attorney who did much of the legal work involved in the company's acquisition of large tracts of Kentucky and Tennessee coal and timber land. By the time its post office opened, on May 4, 1905, with Fred A. Cain, postmaster, the town had some 300 residents. But the mine was abandoned and the town "dis-mantled" in 1952 and its post office ceased operation on June 30, 1953. In 2000 then property owner Harold "Sonny" Koger restored the mine and camp facilities as a living museum.

From Barthell the KU extended for a mile to the Big South Fork, then down that stream for another 2 ¾ miles to a point opposite the mouth of Rock Creek, a locality that may have been called **Lonesome**. Here, in 1905, the Stearns Company founded its mining town of Yamacraw and opened its K&T station as **Rock Creek**. The **Yamacraw** [yaem/uh/kraw] post office, with James Rufus Sparks, postmaster, opened in the depot on September 2nd. It's not known why this name



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(and not **Lone-some**, the first name proposed for it) was given. It's that of a tribe of renegade Creek Indians living at what later became the city of Savannah and had been that Georgia settlement's

first name. There's no basis for the belief that the McCreary town's name honored the chief of the alleged corn-cultivating Comargo tribe who had brought his people to this site after the Treaty of Sycamore Shoals in 1775. Anyhow, the post office closed in mid March 1950 and coal production ceased shortly thereafter. Nothing remains at the site just south of (the present) Ky 92, 44 miles west of Stearns.

The next Stearns town and station was **Worley** [wirl/ee], named for area families, at the mouth of the Big South Fork's one mile long Worley Branch, 14 miles south of Yamacraw. By the time its post office was established, on August 28, 1906 (with Charles E. Mustard, post-master), it had become a village of some 500 residents and would serve three Stearns area mines. The office extended through October 1953.



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Post Offices Established in McCreary County After Its Formation: Those Serving Other Stearns Coal Towns on the K&T

In late 1913 the K&T, extending up Rock Creek, reached a site some six miles west of the Big South Fork then called **Difficulty**. Here an-other Stearns coal town was set up to serve its Mine Number 14, and on January 13, 1916 (with James L. Estes, postmaster), a post office was established as **Exodus**.¹⁸

It's said to have been named for its being the end of the K&T line, its last station (sic) till 1921 when the tracks were extended three more miles to Bell Farm. On November 15th the post office closed. Nothing is there now.

Around 1916 Stearns opened its **Fidelity Mines** [fah:/deh1/uh/tee] on Rock Creek, about a mile east of Exodus, and set up its camp and KU station in this name. But its post office was established on July 26, 1920 as **Shoopman** for the company store manager and postmaster-designate James A. Shoopman (1891-1961). The office closed in late April 1939, and nothing marks the site now.



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In 1921 a K&T spur was extended 1 1/3 miles up White Oak Creek from the main line at White Oak Junction to serve what was to become the second largest of the Stearns coal towns. The town and its post office, established on September 8, 1922 in the company store with its manager Lee L. Craig as postmaster, were named **Co-operative** for the local mining operation was a cooperative effort of a number of employees who had acquired company stock. The mine ceased operation in 1950 when it was no longer economically feasible to continue. In 1963 the post office was moved up (by then) Rte. 1363 to a country store where it was suspended in early January 1980.

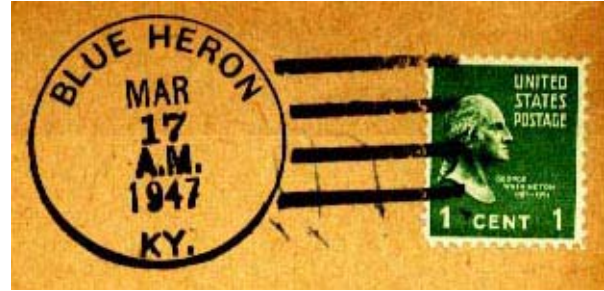


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In 1937 another K&T spur was extended one mile up (south) the Big South Fork from its junction with the main line at Comargo, and two rail miles southwest of Barthell. It would serve Stearns' last mine (#18) that had opened that year as **Blue Heron**. Depending on who you ask, the mine, its camp, and later its post office, were named for the local birds or a brand of coal.¹⁹

Perhaps both. The post office was not established until July 19, 1946 in the company store with store manager W.A. Pryor the first of its two postmasters. The mine and camp were abandoned in 1962 and the post office was closed in mid February 1963. In 1988 the Corps of Engineers restored the camp as an "interpretive museum" for its 100,000 plus acre Big South

Fork National River and Recreation Area and it soon became reachable by a six mile long privately operated scenic railway from Stearns.



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Post Offices Serving Other Coal Towns

A Mr. Wiborg from New York arrived in the area between Parkers Lake and Flat Rock in the 1890s and with a Mr. Hanna initiated coal and timber production near the head of Koger Creek. Though the coal operation all but ended before the First World War, a **Wiborg** [weye/bergh] post office was established on February 2, 1915 to serve a Southern Railway station near the junction of (the present) US 27 and Ky 1045, six miles north of Whitley City (via new 27), with Hurchel E. Thurman, postmaster. By 1970 it was still serving some 300 residents, but it closed in September 1988.



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In 1906 Messrs. Coleman, Marlow, and Gorman, operating as the **Comargo** [kuh/mahrgh/oh] Coal Company, opened a mining camp in that name opposite the mouth of the Big South Fork's Roaring Paunch Creek, 1 1/2 miles south of Worley and less than a mile below (north of) the later Blue Heron. To serve it a station on the KU and a post office were established as **LaColeman** [luh/kohl/muhn] for Clarence Coleman, one of the partners. The office operated, with James G. Vinsant, its first postmaster, only from March 19, 1920 through September 1928 when a flood nearly wiped out the camp and the surrounding area. Though the Stearns Company later acquired the site the mine never re-opened.

To serve the Premier Coal Company operations about a mile up Wolf Creek (a westside Big South Fork branch) Rachel Slavan opened, on August 28, 1920, the **Benelli** [Buh/neh/ee] post office. It was named for the Italian-born-Vony Benelli (1890-1975), a recent McCreary County arrival who, till the 1950s, ran a confectionary and sand-wich shop for Stearns. The office closed at the end of April 1935 and nothing now marks the site.²⁰

Other McCreary County Post Offices Serving Rail Stations

Nearly 1 ½ miles north of Whitley City, at the junction of Ky 700 (the Alum Road) and 1651 (old US 27), is **Marshes Siding**. To serve this Southern Railway siding and the community around it storekeeper William P. Upchurch established its still active post office on May 13, 1924. It may have been named for Smith Marsh from whose local mill area timber products were shipped by rail.



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The village of **Revelo** [rehv/uh/loh] with a Southern Railway station and an active post office centers near the junction of Ky 92 (1651 or old US 27) and Ky 742, just south of Stearns. The post office was established on June 29, 1928 with William B. White, postmaster. His first proposed name **White Fork** was replaced by that of a Mr. Oliver, the engineer in charge of the railroad's construction through that section. Yet, from the outset, and for reasons that remain unexplained, the spelling of his name was reversed and an "e" was substituted for the "t".²¹ Another possible name source was the Oliver Brothers, Pine Knot area business-men.

Some 3 ½ miles up Rock Creek, at its confluence with the four mile long, aptly named White Oak Creek was the small settlement of **White Oak**. When the KU extended a spur line a mile up White Oak to its new mine and camp at Cooperative the site became **White Oak Junction**. A post office in this name was



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established in the depot on June 6, 1931 with station agent Homer Hamlin, its postmaster. It closed in August 1949.

Other McCreary County Post Offices

Two post offices—**Usona** and **Dogwood**—may have served the Sandy Hill area west of the lower reaches of Marsh Creek, southeast of Barren Fork, but their sites are still undetermined. **Unsona**, whose name source also remains unknown²², was established on August 1, 1918 with Elias C. Bryant, postmaster, but closed at the end of January 1927. It was re-established on September 19, 1928 by Laura S. Bryant but closed for good in mid June 1936. According to Mrs. Bryant's Site Location Report it was 12 miles west of Marsh Creek.

The **Dogwood** post office was maintained from June 29, 1939 through July 1941 by Leslie Bryant to serve the **Sand Hill** locality a mile south of Indian Creek. (This and/or **Unsona** may have been on the present Ky 700.)



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At two sites on (the present) Ky 90, five miles east of Parkers Lake (and US 27), and some 3 ½ to four miles west of Honeybee, was **Beerock**. This probably aptly named post office was established on April 19, 1921 with Walter R. Clark, its first postmaster, and continued through February 1943.

From September 7, 1922 through October 1929 Ethel (Mrs. John D.) Manning maintained the **Caylor** post office, probably at or near the junction of Ky 92 and 592 in the Marsh Creek valley, some five miles east of Pine Knot. It was named for a Wayne-McCreary family, perhaps for J.C. Caylor, a “court’s trustee” for the newly established (1912) county, or for Will H. Caylor (ne 1883), a Whitley City lawyer.

The local Smith Family, perhaps Crit Smith, large landowner and store-keeper when this area was still a part of Whitley County, gave their name to the village and post office of **Smithtown**, centered at the junction



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of (the present) Ky 92 and 791, two miles west of Stearns. The post office was established on May 20, 1922 with James W. Worley, postmaster. When it closed in June 1976 it had been serving some 500 residents, a store, and one of McCreary’s six elementary schools.

In 1897 a New Jersey man, Martin Wells Knapp, seeking a place for a mission school and church, acquired from Thomas Taylor a deed to some land on the plateau overlooking Indian Creek from the north. Here was established the Beulah Mountain Childrens Home.²³



from the Willett-Thompson Collection

From its establishment on February 13, 1929, with J. Thomas Johnson, postmaster, till its suspension in early April, 1995, the school, home, and local church were served by the **Beulah Heights** post office on (the present) Rte. 1045, five miles northeast of Whitley City.

Conclusion

Of McCreary’s fifty nine operating post offices, seven (Whitley City, Marshes Siding, Parkers Lake, Pine Knot, Revelo, Stearns, and Strunk are active. At least twenty five were the foci of population concentrations while the other served at least a country store, landing, church, and school. One office, **Sipher** (unlocated

and name underived) was authorized on October 17, 1922, with Austin B. Kidd, postmaster, but never operated.

Twenty one offices were named for local/area persons or families, and three honored well-known non-local persons. One may have been named for a distant place, and to ten were transferred the names of local or nearby features (six streams, a falls, an inn, a trail, and a lake). Eleven had geographic, descriptive, or locative names. Two were inspired by local economic activities. Blue Heron had two possible name sources. Another office may have been named for a popular book, and one had a Scriptural source. Eight names have not yet been derived and eight offices have not been precisely located.

Eleven offices had names that were not the first proposed for them. Eighteen served communities, neighborhoods, landings, and localities with other names. Five offices had name changes during their operation.

Endnotes

1. Of McCreary’s 406 square miles, 151 were taken from Pulaski County, 143 from Whitley County, and 112 from Wayne County.
2. The movement of goods by the Cumberland River barges had been possible only at high tide. According to Stearns executive Frank Thomas, in his August 7, 1980 letter to the author, a very rugged terrain necessitated much tunneling for track layout, so many tunnels in fact that the stretch between Somerset and Stearns was called “The Rat Hole”.
3. McCreary County can hardly be considered an agricultural county since little of its land has ever been arable. By the time the Feds arrived on the scene only 13,000 acres of county land was non-forested.
4. One third of this area’s total acreage is in McCreary County.
5. After the November 18, 1951 court house fire and with Whitley City’s accumulated debts owing to an obligation to fund the construction of US 27 through its area, there was some local talk about returning McCreary to its original counties along with a call to remove the seat to Pine Knot. But neither move was successful. (cf Paul Hughes, *Louisville Courier-Journal*, February 17, 1952, P. 4)
6. After the organization of McCreary County, the **Bauer** post office was but 100 feet from the Pulaski line and seven miles northeast of Green-wood.
7. Data on the Beaver Creek Coal Company and its Bauer camp and post office came from L.E. Perry’s *McCreary Conquest* (1979, P. 4) and letters from area resident James C. McDowell Jr., January 27 and February 5, 1981.
8. At this point, according to Elmer Sulzer’s *Ghost Railroads of Kentucky* (P. 213), the K&T was joined by the twenty five mile long Stearns-owned narrow gauge log carrier that followed the creek from a point northeast of Jamestown, Tennessee.
9. However, according to Dr. Frank Thomas, a later Stearns executive, it was.

10. Richard Harve Slaven, ne ca. 1800 and probably the family's Wayne County progenitor, lived in the Elk Springs valley and later on the Big South Fork's No Business Creek (in Tennessee). His Slavinsky forbears are said to have come to America from a Slavic-speaking country.

11. Lizzie had first intended to move her **Alum** post office to **Marshes Siding**, a mile north of Coolidge, but decided against it.

12. The **Alum** name, suggesting the local presence of one or more such minerals, was applied to several Wayne and McCreary County features. Besides the 3 ¾ mile long Big South Fork branch and the Alum Cave near the confluence (both so identified on Luke Munsell's 1818 map), an Allum Cave Hollow, off the creek, was noted on later nineteenth century maps. Then there was Alum Ford, a noted Big South Fork cross-ing, which fell victim to the Cumberland's impoundment, closing a main road between the two South Forks and thus isolating a large area. Now that vicinity is served by the Alum Ford Boat Ramp and Campsite, maintained by the U.S. Forest Service at the end of Ky 700, half a mile south of the Alum Creek-Big South Fork confluence.

13. This story was shared with me by Smith G. Ross of Pine Knot. He featured it in his book *Come Go With Me* (1977, Pp. 95-96). It earlier appeared in William E. Barton's history of the community and later in my *From Red Hot to Monkey's Eyebrow* (1997, Pp. 29-30).

14. According to a 1926 Site Location Report, Mrs. Chesney may have had the office returned to Whitley County but if so it was for only a very short time, for in 1927 it was back in McCreary County.

15. Alexander's first choice **Hays** (sic), for the creek, was in use in Breathitt County,

16. **Lovitt** was the first name proposed for this office.

17. The **Hemlock** name was long preserved in the K&T's freight facility

and repair shops in Stearns town.

18. **Difficulty**, the first name proposed for this office, was apparently

unacceptable to the Post Office Department.

19. The Stearns Company is said to have used bird names like Golden Eagle, Scarlet Tanager, and Blue Heron to grade their coal.

20. Some, like Perry's **Conquest**, spell it **Buelli**, its spelling on the 1934 Barthell 15 minute topographic map.

21. Another case of a name reversal with a "slight alteration" is **Revillo**, a Grant County, South Dakota place named for J.S. Oliver, another railroad man. (According to Edward Ehrensperger's *South Dakota Place Names*, Vermillion: University of South Dakota, 1941)

22. Could it have been a "take off" of **Usona**, from the United States of North America, a name once proposed for our country, and in 1913 was applied to a Mariposa County, Colorado post office?

23. Isaiah (62.4) applied the name **Beulah** to the land to be given to the Children of Israel after their return from exile; it connotes a much anticipated future paradise, a land of peace and contentment.

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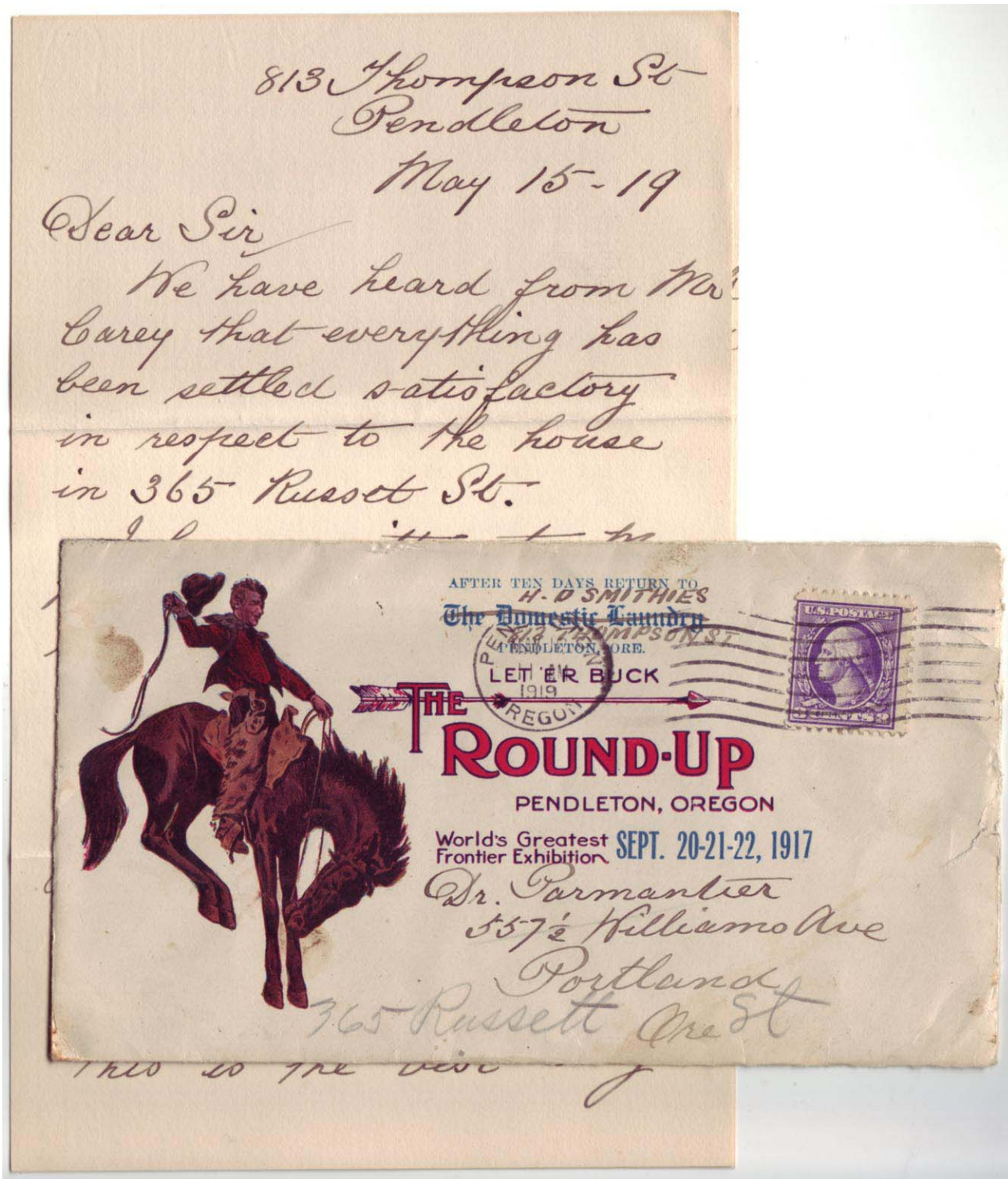
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A Small Selection of Postal History Items from the Collection of Richard W. Helbock Offered on a Private Treaty Basis



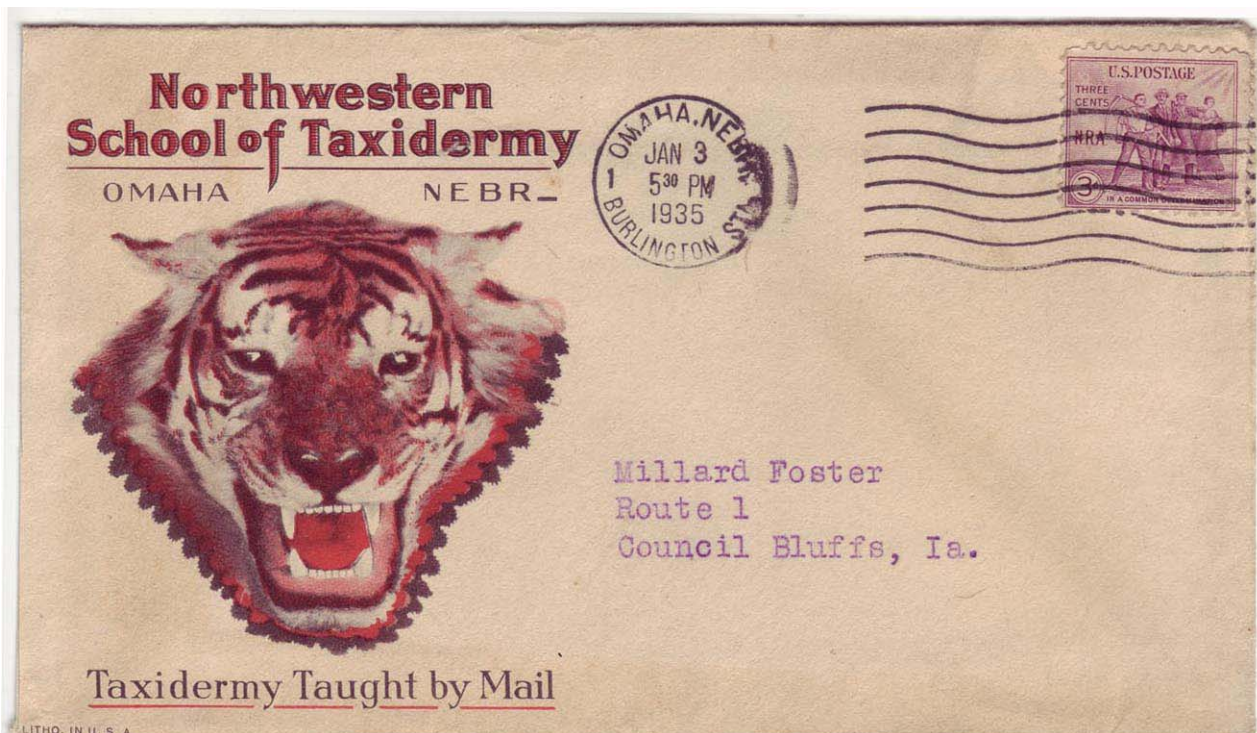
Item 1 St. Augustine Florida illustrated Florida House hotel cover to New Jersey franked with pair of #145. Some edge wear and torn top back flap. Price: \$35.00 postpaid.



Item 2. Pendleton, Oregon, 1917, multicolored Pendleton Round-Up cover with enclosure to Portland. Franked 3-cent purple paying war rate. Price \$90.00 post paid



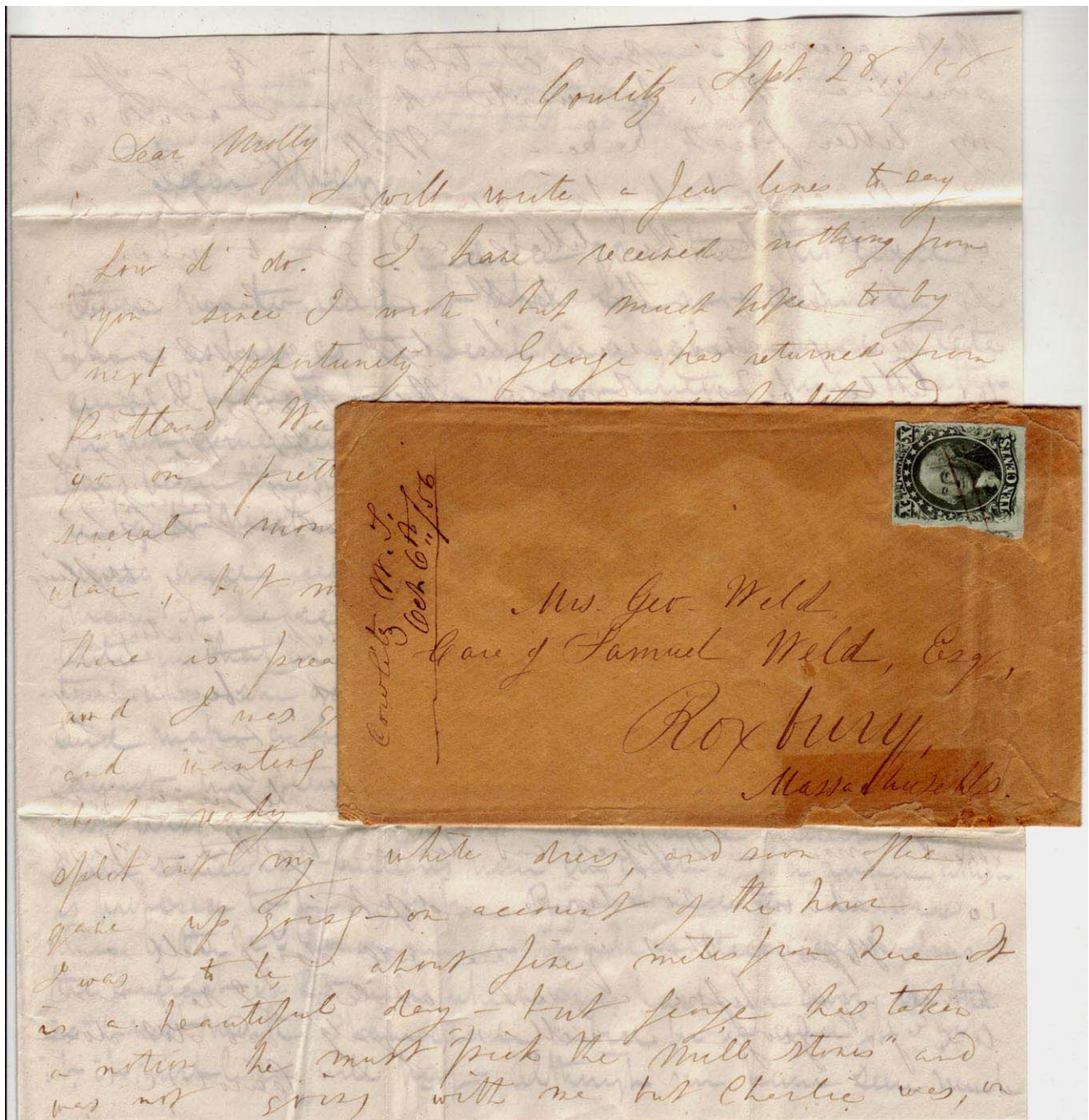
Item 3. Chicago Northwestern Tube station, 1911, duplex on PPC. Price \$95.00 post paid



Item 4. Omaha Northwestern School of Taxidermy, 1935, multicolor tiger advertising cover. Price \$85.00 post paid.



Item 5 Stella, Washington, 1894, DCDS with bar grid killer on 3-cent green entire and letter. \$85.00 post paid



Item 6 Cowlitz, Washington Territory, 1856, manuscript on cover to Massachusetts franked with pen-cancelled 10 cent Washington imperf. This was the original Cowlitz post office established about a mile south of present day Toledo in April 1854. It moved and renamed Toledo in 1880.

Letters from two people on same lettersheet accompanies. Price \$475.00 post paid



Item 9 Mount Coffin, Washington, 1894, Cowlitz County, 1872-1895. Price \$235.00



Item 10 COSTILLA, Taos Co., New Mexico, 1882, triple cds with star-in-star killer on GPC with DAYTON, OHIO Leavitt machine as receiving mark. Price \$265.00

Terms of Sale

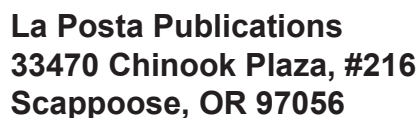
All items are one of a kind and will be sold on a first come-first served basis.

Step 1. Go to <http://www.la-posta.com/RWH-Reserve.htm>

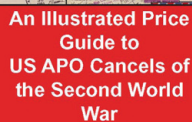
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